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THE

DIRECTORY & CHRONICLE FOB 1907.

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ESTABLISHED 1857

HONGRONG, MONDAY, OCTOBER 21sr, 1907 — 异醴 No. 15,449. 號九十四百四千五萬一第 日五十月九年三十三緒光

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1.00 p.m. to 5.00 p.m. ... Every 15 minutes 6.00 p.m. to 6.00 p.m. ... Every 10 minutes. (p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. .. Every 10 minutes. NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to

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THE HONGKONG DISPENSARY

ALEXANDRA BUILDINGS.

Hongkong, 14th October, 1907.

NOTICE TO CORRESPONDENTS. Only communications relating to the news column hould be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good

All letters for publication should be written or one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be not before ITa.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address : PRESS.

Codes: A.B.O. 5th Ed. Lieber. R. O. Box, 34. Telephone No. 12.

DEATH. At Canton, ALPRED HAYNES, infant son of Mr and Mrs. H. Haynes, aged 14 months, deeply

Hengkong Office : 10a, Des Vœux Road C



HONGEONS, OCTOBER 21st, 1907.

It is seldom that an accident, if it may be called an accident occurs involving so much loss of life and property as the fall during construction of the great railway bridge intended to cross the river St. Lawrence a few miles below Quebec. It is, however, to all appearance fortunate that the collapse occurred when it did, and was not postponed till a later period when more property would have been put into the work, and a larger number of workmen would have been allowance may reasonably be made for emengaged. The bridge was being erected from one side, no intermediate support being is entitled to consider that he will be justipossible, and this was rendered practicable from the adoption of the cantilever system in its construction. The system is well known through the successful completion of the great Forth bridge across the Frith of Forth, and this has remained up to the present day the widest single span in the world, its width from the centres of the piers amounting to 1710 feet. Apparently more difficult to account for the defective as a mere tour de force to exceed this, and so designs having been passed by the consulttake the record across the Atlantic the St. ing engineer to the syndicate at whose Lawrence bridge was fixed at 1800. Qwing expense the bridge was being put up; but to the depth of the river, and the necessity in this respect too, American practice differs of avoiding ice pressure there was probably much for the worse from English. In not much margin to spare, but a section of England the engineer is always held responsthe banks at both sides would seem to ible for errors of judgment, if he have not

and 41 feet wide, and the overhang was an economy of steel such as the slow-going some 750 feet, the two struts being about Englishman would never think of, was to 67 feet apart. When the bridge would have be the triumph of the Phonix Company would have been 562 feet, and across the safety. True safety in America is a matter gap of 675 feet between the two ends was of little consequence, but even it may be to have been placed an enormous centre strained, and the loss of half a million girder weighing, when complete, between dollars at least is a poor compensation for 3,500 and 4,000 tons. We may reduce an unwise ambition. these measures to one fiftieth, and see what this meant. We would then have a bracket projecting from the point of springing 11? feet, supported by two arched trusses 12 inches by I inch not of solid steel but of several laminated strips of about the thickness of ordinary writing | paper; moreover these two trusses were just 1.4 inches spart, were tied by light braces together at intervals of 13 inches, but otherwise had no side bracing to prevent them from warping: on the end then of this was to be suspended a dead weight of half a hundred, and moreover from time to time, but many times a day, a moving weight of 20 to 25 lbs. was to traverse the entire backwards and forwards; with this we can have some idea of the structure. The steel in the Forth bridge was equal to a strain of 34 to 37 tons per square inch; that used at Quebee was only equal to 28, or nearly 20 per cent. weaker. The steel in the Forth bridge would never have to bear more than 71 tons per square inch; on the other hand the calculated strain on the Quebec bridge amounted to 141 tone, or half its ultimate strength; while at the time of the collapse, but before the full strain was actually imposed, the strain seems to have amounted to 8 tons per square inch.

It is plain then that notwithstanding the he dan gerous approach to the ultimate get its meed of applause. strength, designed to have been only 50 per cent. of the actual crushing weight, as against the 80 per cent, margin insisted on in English work, the collapse was not due to actual crushing, but arose from a no less plain cause; which is moreover familiar to every engineer-of standing, and should have been equally apparent to the engineers of the Phoenix Bridge Company of Pensylvania, who were entrusted with the work. Every one knows that although a pillar may have sufficient sectional area to bear heavy weight placed on it vertically if, say, six feet long, a pillar with exactly the same sectional area if made twelve feet long without bracing will only support a small fraction of the same weight, owing to its greater piability to warp. This was the important factor that was left quite out of the count by the engineers for the bridge. It is and fined each of the defendants \$2. difficult to believe that the manufacturers could have taken the precaution to have had an actual model of the work 'carefully made to scale, or the inadequacy of the of any skilled designer. We have attemptby references to figures, an actual model would have emphasised the defects. The fall of the Tay bridge many years ago drew the attention of English engineers to the necessity of taking thought of these out of the ordinary strains to which large structures are at all times liable; and one of the results of the lesson is seen in the great Forth bridge. It may be that that structure has been made in excess of the actual requirements of the case. The margin of 1 to 5 may not always be required, and the larger the structure, the less proportionate ergencies; but on the other hand no enginee r fied in ignoring emergencies. This, however, there is too much reason to believe is the ordinary practice of the American engineer. However successfully it may have been concealed, the truth will in the long

run out;and the Quebec disaster is probably

not the last of which we shall hear, all

proceeding from the same evil habit. It is

indicate that an advance of the piers at each in the first instance have had actually to TELEGRAMS. could have been effected without practically is too much to ignore the consulting enincreasing the danger from ice shoves, and gineer and go in the first instance to the a saving of one panel in the length of the contractor. The contractor has every inoverhang at each side would possibly have discement to reduce the expense of the work averted the diseater. A few comparisons to the uttermost, and the temptation is with the Forth Bridge are interesting as strong to cut things below the margin of showing the recklessness of this latest piece safety: in the present case the temptation of American engineering. In the Forth was more than doubled by the desire to bridge the chief compression members are outcap the Britisher. It was the biggest formed of heavy tubes 12! feet in diameter; thing that had ever been done, and the in the attempted Quebec bridge, the com- desire was strong to go beyon I the Britisher pression members, when the bridge failed, In his own particular line. To build the are of laminated steel plates 51 feet deep, biggest span in the world, and do it with been finished the overhang at each side but one thing was forgotten, and that was

> There was still another plague case-the 232nd-on Saturday.

The Gazette notifies that quarantine restrictions imposed upon arrivals from Hongkong at Amoy, Shanghai and Bangkok have been removed.

It is reported that the Water Police have arrested nine men suspec ed of being concerned in the piracy of the cargo boat Mui Wo which occurred between Macao an i Hongkong on the 30th ultimo under circumstances already reported in these columns.

It is reported that Sir Henry Berkele", K.C., has been retained for the defence of William Hall Adsetts, who appears before His Honour Mr. Justice Wise and a special jury at the Supreme Court this morning, charged with the wilful murder of Gartrude Dayton,

The Militury Authorities notify that field firing will be carried out on the slope of Beacon Hill in a north-westerly direction between 8 a.m. and I p.m. on the 19th and 25th instant, and from Custom's Pass in a westerly direction towards Kaulung Peak on the 21st, 22nd, 23rd 24th and 25th instant.

appreciative audience at the Theatre on Saturday | telegrams from America, headed By wireless. night, and kept even his colleagues on the stage laughing. Miss Lait and Miss Corlass received floral tributes to their excellent performances. The audience was unusually demonstrative for Hongkong, and not a single "turn failed to

The grounding of H M.S. Flora on the Cust Rocks has drawn the attention of the Authorities to the necessity of a special buoy bearing a special light being moored near these rocks. A buoy is at present being prepared by the Dock Company similar to those which mark the fairways at the western end of the harbour. When this is ready it will be put into position, and will bear a red light.

Ten Chinese were placed before Mr. C. D. Melbourne at the Police Court on Saturday, charged with behaving in a disorderly manner at Yaumati on the previous night. The defendante were part of a gang of natives who gathered ontside the Yaumati Police Station when a woman was arrested, and because they were prevented from entering the charge room proceeded to atone the building. A squad of officers immediately charged the lawbreakers, the result being the arrest of ton. His Worship; on the evidence, held the offence proved

On Friday night a number of leading Chinese citizens entertained H. E. Wu Tingfang, Chinese Minister to the United States of America, at a farewell dinner at one of the bracing would have at once struck the eye leading native hotels at Shektontsui. In the course of the dinner, His Excellency in addressed to exhibit the insufficiency of the staying ing the gathering pointed out the goal of Chinese diplomacy in her international relations, reminding his heavers of the duties that devolved on all loyal patriots and faithful citizens irrespective of differences in rank or condition. To be open to all that is good and worthy in the influences and opportunities of the new era; to do what is possible to bring and to keep China in line with the more advanced nations; to mid her progress which, from this time onward, should be steady, rational, and secure, is the privilege of all who seek by right means to accomplish the highest well-being of

the nation. Before Commander Basil H. Taylor, R N., Marine Magistrate, at the Marine Magistrate's Court on Saturday an inquiry was held into the conduct of Coxswain Sung Pung of the Godown Company's steam launch Curlew in the harbour on the 12th instant. The inquiry was called in consequence of a letter the Harbour Master eccived from Mr. J. W. Robertson, a superintendent engineer of the Hongkong and Kowloon Wherf and Godown Co. Lt. N. A. Beltram bore witness to the effect that on the afternoon of the 12th instant he noticed one of the deck hands at the wheel of the Curlew instead of the coxswain. When he asked this man where the conswain was the reply was "Asleep aft." Witness then called the coxswein and asked why he was not not at his post? "I'm sleepy" said the master, and returning aft, went to sleep again. To his Worship the coxewain said he he fell asleep while waiting for cargo alongside Norwegian steamer. As this defence did not satisfy the Magistrate he cancelled the coxswain's certificate

"DAILY PRESS" EXCLUSIVE SERVICE

THE ENGLISH BILLIARD CHAMPION.

SHANGHAI, October 20th. Stevenson is returning Hongkong by the German mail. was "huffy" because he was unfeted locally, and cancelled his engagement

EXPLOSION ON OIL STEAMER

SINGAPORE, October 20th.

An explosion took place on the oil steamer " Pocahontas." Mr. Webb. (Lloyd's surveyor), Mr. Kitching subject was entitled to land in China except back to it, sent for the linguists and asked how (surveyor to the British Corporation), Captain Cox, and a Chinaman were seriously hurned.

REUTER'S SERVICE.

THE PRICE OF WHEAT.

LONDON, October 17th.

Wheat yesterday reached 40/-per quarter in several of the provincial markets.

THE INTERNATIONAL ANTI-STRIKE CONFERENCE.

LONDON, October 17th. The International Shipping Conference in London has decided to form an international Committee to arrange plans for mutual deence and cooperation against strikes in the

THE TRANS-ATLANTIC MARCONIGRAPH.

LONDON, October 20th.

Signor Marconi yesterday morning announced that the wireless service between England and Wales had opened, and two Mr. Cole as "Sergeant Brue" had a thoroughly | London Evening Papers published short

THE UNITED STATES.

LONDON, October 20th.

The New York anti-governmental paper The Sun has published an alarmist article in which it says that the chief reason for sending the fleet to the Pacific is to prepare for war with Japan.

FAILURES.

London, October 20th. The unfavourable condition of the copper market in New York has led to the suspension of Otto Heinz & Co., the failure of leading Stock Exchange firm, and the suspension of the State Savings Bank Butte, Montana.

THE COPPER KING.

LONDON, October 20th. The Copper King, Augustus Heinz, has esigned the Presidency of the Mercantile National Bank.

> THE FAILURE OF HALLER SOLULE & Co.

London, October 20th. The failure os Messre, Haller Solhle, th oldest established Hamburg bank is attri buted to copper.

THE VOLUNTEFR CAMP.

On Saturday Hongkong Volunteers commenced at Stoneoutters Bay, and will continue for a fortnight. Major Chapman, V.D., is in command, and the others attending are Major Macdonald, Captains Armstrong, Skinner, Wood, Crake, Nicholson and Lammert, Lieuts Northcote, Scott, Wolfe, Plummer, Gubbay. Kennett, and Blood, and Surgeon Lieut Hartley. On Sunday there were 160 of all ranks in camp. When the Volunteers attended at the camp on Saturday they found that a party under the energetic corps sergeantmajor had already pitched the tents, and there was but the usual "straightening up" to be done. At the first parade on Saturday the men were put through physical drill and many found it fairly tough work. The engineers were kept busy completing the installation of a system for lighting the entire camp with electric light. Each tent has a separate, and several big are light. illuminate the parade ground. A church parade was held on Sunday morning when the Rev. G. Searle, chaplain to the forces, preached an appropriate sermon The engineering company were put through musketry in the afternoon. There were many visitors to the camp on Sunday afternoon.

"In the First Watch," is the title of a book by Mr. James Dalziel which is appearing in Unwin's Colonial Library. In it are depicted scenes from the lives of marine engineers, mainly in the East. The stories range from comedy to to be renewed. tragedy, from a mistake made by two engineers which resulted in their flooding their own ship and becoming a general laughing-stock, to the fate of a blockade runner sent to be sunk by the Japanese off Port Arthur. The stories are written with first hand knowlege of the life described, and a simple, dirac', style adds to their forcibleness.

EVOLUTION OF HONGRONG.

[Written for the Ho gleng Daily Press.] (Continued from last Monday.)

It is neither necessary nor interesting to recount the story of the intercourse of the East India Company at Canton during the later years of the eighteenth century, and the first quarter of the nineteenth, further than to remark that it had lost the confidence of all, whether disciples of the coming school of Free Trade, or men

country. Company had been granted a monopoly of it was alleged craving permission. The Fu-British trade in Eastern seas. As the opera- your deliberately walked into the dining tions of the Company became more extensive, room, and seeing a picture hanging up asked and commerce grew, it became necessary from time to time to define the rights of the Company in relation to private traders generally. It was gradually established that no British under passport granded by the Directors; and that no British ship could participate in the trade except under special license from the Company, which license was liable to be withdrawn without notice at put on him, and threatened him further with the discretion of the Select Committee at Can ton, which had furthermore power to deport any British subject who contravened in any way its regulations. So jealous was the Company of its prerogative that practically these passports were only granted to a few private friends of the Directors at long intervals, and their holders were held to be private gueste and were maintained at the general expense Opium and some other commodities were Conveyed to the coast of China in private ships, then denominated "country ships," but these vessels though private were strictly under the command of the Select Committee who had the power of cancelling their licenses and compelling them to depart.

But if the authority of the Committee were thus complete over all vessels carrying the British flag, it had from the nature of the case no control of any sort over foreign vessels and this was more especially galling in the case of the Portuguese, Spaniards, and Dutch, whose intercourse was of older date than the Company, and who had their own understandings with the Chinese officials. Later other countries such as France and Denmark entered into the trade, and could not be excluded. They, however, generally worked with the Select Committee, and interfered little with the course of trade. It was naturally a different thing when after the declaration of Independence the United States sent their ships to take part in the trade, and a good deal of friction at the beginning naturally arose.

In 1813 the Charter of the Company expired, and in the growing desire in England for Reform of Parliament and the abolition of monopolies, it was with much trouble, and only on the condition that the political and mercan. tile interests of the East India Company should be separated, and that strict accounts of the latter should be annually published, that Parliament consented to an ad interim prolongation of the monopoly, but only for a term of twenty years. At home the same party that was agitating for the reform of Parliament was also a strong advocate of freeing trade from the shackles of high protection, and the abandonment of monopolies of all sorts. It was undeniably growing in strength, and was rapidly absorbing the growing intellect of the country, so that it was evident to all thinking minds that a change was imminent, and it was exnedient that measures should be taken to prevent the change becoming explosive.

hard to maintain its monopoly of the trade of the Far East, the indications were clear that out papers of foreign nationality, and in this it enormous profits from the trade had their natural effect in bringing others to the front, The earliest pioneer of British private trade seems to have been Mr. William Jarline, who commenced his visits to China in 1802, but who did not become a regular resident till 1820. Next to him in point of time was Mr. Davidson, who, however, had become a naturalised Portuguese subject. After the renewal of the modified Charter, while the Company still had powers of repressing competition, but from prudential motives did not always care to press them to extremes, we find R. Inglis representing Dent and Co. about 1823, and the brothers Matheson coming a few years later. The Mathesons were more worthy of note as they boldly and openly attacked the monopoly at its seat, and in 1827 started the first newspaper in China, a weekly sheet denominated the Canton Register, to disseminate the doctrines of Free Trade then beginning to make a stir in the world; and more particularly to advocate the suppression of the East India Company's monopoly of the China trade. In this they were ably backed up by a large and powerful section of the home press, so that when the Reform Bill of 1831 was at last carried against the strong opposition of the privileged classes; and with the assistance of the Free Traders, men generally foresaw that the monepoly under the new Parliament was not likely

Under the circumstances the Company, finding no support in its retrogressive policy. gradually relaxed its opposition to private trade and private traders; and began to make arrangements for winding up its affairs. Still so late as | in case of hostilities. March 1830 we find the Committee in Canton

inddressing the board of Directors as to the necessity, in their opinion, of being vested with sufficient power to control the private British merchant ships," which seems to have been at interference with what had now become inevitable.

Before, however, the final closure of the Company's monopoly a curious instance of the contempt into which it had succeeded in bringing the British prestige in China is recorded. On the 12th May 1839, the Fu-yeun in company with the Hoppe during the absence of the Company's representatives at Macao forcibly simply anxious for the good name of their entered the Factory. It seemed that some two years before the residents had renewed some of . Under is original Charter the East India the wharfage in front of the Factory, without whose portrait it was, receiving an answer that it was the portrait of His Majesty George IV., he gave directions to have it uncovered and deliberately sat down with his they dared to permit the ground in front of the factory to be altered: the first having replied that he had no power to interfere with the chief, the Fu-yuen ordered chains to be brought, and decapitation in case within two days the premises were not restored to their former condition. As a memento of one of the final insults to which the Company in its eagerness for trade under any conditions of national humiliation was subjected, on the establishment of Government House in Hongkong the portrait was presented to the Governor, and still remains as a dumb witness of the old time.

In April 1834, the Charter of the Company finally expired, Parliament having decided that in the general interest of commerce it was best to abolish the monopoly, and throw open the eastern trade to all. The effects were immediately apparent in the enormous expansion of the trade. The struggle had lasted for more than twenty years and the men who had been keenest in the strife now found the time had arrived to reap their spoils; the Jardines, the Mathesons, the Dents, the Gibbs, the Turners, The Hollidays, the Inneses, -were ready to enter on the field their prowess had won, and for more than a generation kept the lead almost entirely in their hands. With their ascendency commences the private history of Hongkong, for though the future Colony had not yet been founded, affairs were fast verging. to a crisis; and its inauguration was merely a matter of time, and a short time as events

The Chinese authorities were by no means

unprepared for what was taking place, and saw . that to control a number of free merchants in an open trade would be a far more difficult task than to order about the Company; which was so tender of its trade that the mere hint of stopping it for a few weeks was always sufficient to make its chiefs concur in any encroachment, however glaring or galling to the individual. We find them accordingly appealing to the British authorities to appoint a director who should have control of the entire body of the British mercantile community. The beau-ideal of the viceroy, who was the first to mention, the subject was the Chinese guild system; so far as concerned their own personal affairs, into them he had no desire to enter; they might govern themselves by their own laws provided they did not interfere with his, when the two clashed the foreign custom must give way. In fac the system suggested was the counterpart of that and prevailed in the Arab settlement in the ninth century. Our modern commmentators, without understanding the conditions, have in many cases been led astray Although the East India Company struggled by the claims of the Young China party that extraterritoriality is a thing that was forcibly thrust upon them by Fngland in conthis would not be again extended, and that it sequence of the high-handed action of the Canton would be wise to permit affairs to gradually take authorities; the fact is that he Chinese Governtheir course, in order to avoid a sudden disrup. | ment itself prayed the British authorities to tion. Even before the expiry of their old establish it. "And whereas," proceeds the charter in 1818 one or more British merchants original Order in Council issued on the withhad successfully evaded its provisions by taking | drawal of the monopoly, "the officers of the Chinese Government resident in or near Canton, was notorious that they were backed up by in the Empire of China, have signified to the parties in England high in power. This fact, Supracargoes of the East India Company at Canand the publication of the accounts showing | ton the desire of that Government that effectual provision should be made by law for the good order of all his Majesty's subjects resorting to Canton, and for the maintainance of peace and due subordination amongst them; and it is expedient that effect should be given to such reasonable demands of the said Chinese Government: Now, therefore " &c. The Chinese in one respect, indeed reckoned without their host; they had grown so secustomed to the submission of the Company, and its absolute control over its representatives, that they expected that the same ready acquiescence would be exhibited under the new regime; and had no idea that there was such a thing as British law, to which even the Sovereign has to submit; so finding that the new chiefs were unable to exercis; the same arbitrary powers over their nationals, they attributed their disobedience to personal frowardness.

To support the necessary establishment the three Superintendents to be appointed in pursuance of the act were to have power to lavy dues on tonnage and an ad valorem duty on goods conveyed in British ships, and in general, till fuller orders were granted, to exercise all rights and functions heretofore belonging to the office of the Company's Supracargoes. In pursuance of the act the three Superintendents named were Lord Napier of Munchestoun, a captain in H.M. Navy, and Messrs. W. H. Plowden and J. F. Davis, two former members of the Company's Select Committee. Oa their departure Lord Palmerston, then His Majesty's Foreign Minister, gave them instructions, "to foster and protect the trade of his Majesty's subjects in China; to extend trade if possible to other ports in Chins; to induce the Chinese Government to enter into commercial relations with the British Government; and to seek with peculiar caution and circumspection to eventually establish direct diplomatic communication with the Imperial Court at Peking," as well as to take measures so far as possible to have the coast surveyed, as well as to have a look out for

some practical place of refuge for British ships [To be continued next Monday.]

LOCAL SPORT. CRICKET.

H K.C.C. V. UNITED SERVICES. The match on Saturday between a Club team and a team selected from the United Services proved an interesting one, the result being a winfor the Club by ten runs. Scores and analyses

HONGKONG CRICKET CLUB.—Ist Im	inge	ι .
TION CHARLES TO A CONTRACT OF THE PARTY OF T		
A. E. Lanning, c Lowis, b Stanger Leat	nes	*
H. R. Makin, c. Serivon, b Dodgson .		26
E. A. Fowler, c Lowis, b Stanger Leat	hea	11
W. A. Powell, b Hunton		3.1
H. Hancock, c and b Dodgson s.		5
W. C. D. Turner, c Taylor, b Hunton.	1 A B # (18
Wm. Dixon, c Scriven, h Beasley		
A. W. J. Peake, not out		
R. O. Hutchison, c Maybew, b Bensie,		2
L. J. Wishart, I.b.w., b Stanger Leaf	ren.	5
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A. W. J. Peake .				32	1 1 1
· Wm. Dixon		12.5	- 1		5
H. R. Makin		6 .	-	31	3 :
R. O. Hutchison.	* * * * * * * * * * * * * * * * * * * *	1		10	

Played at Happy Valley on Saturday and 30th June, 1907. resulted in a win for the military men. Scores: -MIDDLEHEI.

	On 1 M W. Januaria h Wales 11
	Capt. Thompson, c Edwards, b Kerr 14
	Lt. Corpl. Roberts, not out
	Pte. Barton, b Kerr
	Capt. Miller, b Kerr
	Cpl. Sharpe, Bd. Rolfe, Lieut, Macdonald, P.
41	egg, Pte. Mills and Sergt. Harford did not bat.
V.	Extras 4
4	DAUGE
	102
	Total
	POLICE.
	Lander, e Thompson, b Clegg
	Fowler, c Macdonald, h Sharpe 2
	Edwards, c Rolfe, b Clegg 7
	Pitt, o and b Sharpe
6	P. P. J. Wodohouse, e Rolfe, b Sharpe 0
	McHardy, e Rolfe, b Sharpe9
	TACINE O CHOME INTERNATIONAL PROPERTY OF THE P
	Moody, b Clegg
	I rvine, e Harford, b Sharpe
	Kent, b Sharpe 6
.00	Kerr, not out
`	Extras 8
	Total
	BOWLING ANALYSIS.
	MIDDLESEX.
,	0. M. R. W. W
	Kerr 1246 2 36 4 1

CIVIL BERY CE V. R.G.A. The Civil Service won their match on Saturday afternoon at Happy Valley with the R.G.A. Scores:

CIVIL SERVICE.

F. A. Biden, c Torr, b Longbottom 2

R. Witchell, c Larmour, b Longbottom ...

E. Dawson, b Longbottom.

	P. R. Lamble, c and b Longbottom 15 A. Raven, b Longbottom 0 H. T. Juckinan, c and b Gladwell 4	
	Dr. Atkinson, c Gladwell, b Thomas 0	
	Lient. Brett, b Thomas	
	P. R. Adams, b Thomas 0	
	Pile, not out Bacon, rul out	
	Bacon, rul out	
	Evrens 6	
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	Total	
	1. G.A.	
	Master Camer Torr, ran out	
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	ward at the the the think the transfer of the	
	C. S. N. Owen, c Brett, b Witchell	
	Lieut. Larmour, b Witchell 0	
	Br. Ashdown, b. Witchell 6	
L	Br. Kerrick, c Brett, b Witchell 12	-
	Sergt. Bayliss, b Witchell 2	
	Gunner Uladwell, e Pile, b Brett 4	
1 91	Br. Thomas, e Brett, b Witchell 4	
	Gunner Dann, not out	-
100	Extras 2	

BOWLING ANALYSIS.
ROWLING ANALISIS.
O. M. K. W.
Witchell 10,1 1 22 7
Brett
CD ATC MATCHANCE OF TAXABLE REPORTS OF THE
CRAIGENGOWER V. DEPARTMENTAL CLUB.
Played on Saturday and resulted in a win for
the latter by five runs. Scores:-
DEPARTMENTAL CORPS.
Capt. Ranking 1 b.w. b Pestonji 2
Corpl. Le Grove h Postonji
Woodroffe b Pestonji
Wharton b Pestonii
Sergt Steele b Pestonji
Stanley b Pestonji 2 Shute e Pestonji b Brawn 1
Condr. O'Neill b Brawn
Pilley not out Day c Basa b Evans
Welch c Lammert b Basa
Sundries 2
Total
BOWLING ANALYSIS
O. M. E. W.
Pestonji 10 2 22 6
Irawn 7 1 14 2
Evans
CRAIGENGOWER.
T.D. Kinnaird e Welch Shute
A. O. Brawn b O'Neill
A. O. Brawn b O'Neill 2 G. Evans c Woodroffe b Shute
R. Pestonji l.b.w. b. O'Neill
J. W. Stewart c and b Shute 1
F. Irving b Steele
R. Basa e Wharton b O'Neill 12 L. A. Rose b O'Neill 0
R. B. Cooper c and b Shute 3
A. E. Asger not out
Sundries 1',

RUGBY FOOTBALL.

A match was played on the Club ground at Happy Valley on Saturday afternoon between

"M. R. W.

0 21

the Hongkong Football Club and a team representing the navy. The teams were :-- Club-B. Johnson, A. A. Claxton F. C. Carroll, J. G. Lecky, W. J. Daniel, L. J. Wishart, and A. S. Kempthorne ; F. C. Hall, R. G.-Manro, G. D. McIlraith, E. C. East, F. J. McGregor, C. B. Hayward, M. H. Logan, and Stanton. Navy-Whittaker, Phillips, Munro, Elmsley, Lloyd, Fleming (captain) and Turner; Isaacson, Rankin, Jago Roberts, Buckle, McCoy, Bibbings and Heathcots. . In the first half Carroll scored the first try which Daniel converted and half time arrived with score standing five-nil in favour of the Club Lecky opened the second in the second half and Daniel again converted but he failed to convert when McGregor scored. Towards the close the naval men improved and Turner scored: Neither team showed brilliant combination. It was too sultry for football. Score -Club 13 points; Navy 3.

KOWLOON BOWLING CLUB.

The semi-finals in the three bowling competitions have now been reached.

In the tennis section gentlemen's singles for a cup presented by Captain Turner are attracting a good entry. In the ladies' singles the first round has been round. The prize is to be presented by Mr. Neish.

NORTH CHINA INSURANCE CO. LD.

The report for presentation at the fourth ordinary general meeting of shareholders, to be held at Shanghai, on Tuesday, 22nd October.

The Directors beg to submit, for the inform-By balance carried forward...... 204,424.46 ation of shareholders, the annexed duly auditedstatement of the Company's accounts to the

1906,-The Balance at credit of this account is Taels 161,959.36, and after deducting an interim dividend of 71 per cent. aggregating Tacle 25,945,95, paid on the 1st May last, there remains a sum of Taels 136,013.41, which the Directors recommend should be appropriated in the following manner :-

A Final Dividend of 71 per cent. on the

paid up capital. A bonus of 15 per cent, upon contributory

And the Bal noe to be transferred to underwriting reserve account, closing th

account for 1906. As outstanding risks have been running off satisfactorily, it is proposed to transfer £15,000 from Underwriting Reserve Account to the permanent Sterling Reserve, thereby bringing this Fund up to £125,000.

account to 30th June amounts to Tasis

Directors.-In accordance with the provisions of the Articles of Association the Directors al retire, but being eligible, offer themselves for Audit.-The accounts have been audited by

Mr. Hayter, Mr. Wingrove being absent on Mesars. Wingrove and Hayter again tender their services to the shareholders.

By Order of the Court of Directors.

- }		WM. GEO.	BATNE,
-	Dr. BALANCE SHEET To capital account:	30th June, Tuels	1907. L s. d
-	10,600 shares at £5 =	000 000 E9.	EA AOA O:
	£50,000 at 2 11-36	349,010,01	30,000
	To sterling reserve fund	737,172,78	110,000 0
- 1	To silver fund	100,000.00	14,921 17
-	To underwriting reserve ac-	376,622.91	56,199: 4
4	To exchange and invest- ment fluctuation account	48,942.83	7,303 3
1	To working account 1906:		
4	Amount	S	
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from below 294,424.46 30,503 19

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Amount brought forward

By cash on current and

deposit accounts .

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ment Securities 4......... 18,958 14 5 Colonial Government Seenrities 29,829 6 1 Chinese gold Loan of 1896 10,296 14 Chinese perial railway Loan of 1899 4,600 0 Chinese imperial railways (Shanghai-

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-.. 8,000 0 Nanking) Japanese Govt. Loan of 1905 4,335 2 Royal Sinnese. Govt. 42 per cent Loan ... 3,000 0 0 English railway securities 5,214 11 Indian railway

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5 per cent let tures 5,375 0 0 counts—London & Manstanding bills receivable. policy stamps and drafts in course of col-£186,841 2 £ aundries 1.213 2 By balance at branches By furniture at Head Office 248 14 and Branches 28,690,57 By sundry debtors

Ex. 2.11-19 16 per Tael)

WORKING ACCOUNT, 1906. To transfer and certificate fees Taela..... 696.019.63 By commissions and charges at Head Office By directors' and auditors' fees By depreciation furniture account balance carried forward .. Taels...... 696.019.6 30th June 1907. To transfer and certificate fees

By commissions and charges at Head Office,

By directors' and auditors' fees

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Tasls 353,527.3

THE PHILIPPINES AND MR. TAFT A special significance attaches to the visit which is now being paid by Mr. Will am H. Taft to Japan, the Philippines, and probably to Europe. After some vacilations it is now practically certain that Mr. Taft is to be the Republican nominee for the Presidency in 1909 and that he will secure the strong support of President Roc sevelt in his candidature. Unless the unforeseen occurs he will run a very good chance of going to the White House and of exercising on the fortunes and policy of his country an influence greater than that wielded by any other ruler in a democratic country, and even in some nominally autocratic ones. The truth is that the power of the American President has grown in ratio to the evolution of the United States as a World-Power. and the day bas gone by when the office was filled 1907.—The Balance at credit of working by men chiefly remarkable for their mediocrity and lack of distinction.

MR. TAFT'S PERSONALITY.

Mr. Taft has not, perhaps, the force and assertiveness of Mr. Roosevelt, but he is a min who would be distinguished under any regime, not only by intellectual power but by a solidity and straightforwardness which make him spicially remarkable as a figure in modern American political life. It is well known that he has never sought the honours which have been bestowed on him, and has more than once sacrificed chances of promotion in order to fulfil what he felt to be his duty. Without the picture queners and strenuosity of sportsman, writer, orator Roosevelt Taft is a tremendous worker and a magnetic personality The writer passed six weeks in his company in the Philippines, and remembers well how shipload of men and women, somewhat ill-assorted and full of mutual jealousies, were united in a whole-hearted affection for the big, humorous, gentle, yet masterful man whose very presence brought a sense of stability and agrenity. He will be the first President to have any knowledge of the East and more than a passing acquaintance with Europe, an advantage which only those who know the insularity of the average political American can appreciate. Before leaving the States Mr. killing most of the coastwise trade.

Taft declared his adherence "in principle" to the reform measures which President Roosevelt has advocated, "to remedy the evils of our prosperity," and has spoken with no uncertain voice on that most disturbing factor in America, the contempt for law, He now returns to the East on the eve of the Presidential election, and there can be no doubt that the reason for his visit is the desire to inform elf again at first hand with the conditions h must govern the policy of the United es towards her Pacific expansion.

UNITED STATES AND THE PHILIPPINES. ere is little need to dwell on the cause: h led to the American occupation of a vas cal dependency with a population of eight on Malayan peopler. There is little doubt e mind of the writer that the United States driven by an inexorable fate, but that her ic men entered upo the task without realisits magnitude. To-day public opinion in rica is divided between those who would to get rid of the islands if an honourable out could be found and those who would don them without compunction. A small y exists, led by Mr. Taft and other. onsible officials, who continue to hope for success of the American experiment in nial Government, and who do not intend the islands should be either trade! or left to themself until the work of eration has fitted the Filipinos for selfernment. This party clings obstinately to view that conditions are steadily improvin the archipelago, and it continually nces the double-shotted argument—first, the United States are conducting an altruistic experiment and do not look for gain; second, that the islands can be made strategically and economically valuable to her in the development of the Pacific. In the Philippines themselves there are two parties. One party is for immediate independence, and this secured two-thirds of the seats at the first elections held for the Philippine Assembly under American auspices. The second party, called Progressive, also desires in lependence, but recognises that its realisation must come

The question of the future of the islands is not of merely local interest. Apart from their potentialities from the commercial and strategic point of view, their retention by the United | object lesson to the Filipino. So far Congress States must powerfully influence the evolution of that country as a naval and military Power. | educated Filipinos (many of whom are of Spanish Moreover, if the Filipines were turned loose prematurely we should have another Morocco are allowed to take precedence of Philippine in the Far East, with great opportunities for interests, and that most members of Congress rival European colonising Powers. Manila are as glossly ignorant of those interests as would become a hotbed of intrigue, and the their machinery is incompetent to deal with reign of the concession hunter and privateer in | them. Then there is the Philippine Com-

international complications. A strong Power must-hold these islands. The most ardent and idealistic advocate of their ultimate independence -Mr. Talt himself-refuses to suggest a period for American occupation. The writer witnessed the beginning of that occupation and remembers will that the term of years then confidently predicted varied from five, among the most optimistic, to fifteen among the ultraprudent.

THE CONDITION OF THE ISLANDS. With this premise—that the United States must hold the islands, even in the teeth of public desires, or must find another Power ready to take over her responsibilities-we will turn to the condition of the islands to-day, after nine years of American occupation and six years of peaceful conditions. And here it is only fair to recall the devastation wrought by war by disease which carried off 80 per cent. of the cattle, and by drought. One must remember, too, the condition of the islands before the Americans came. Spanish officials had exploited them for centuries and little or nothing had been done by Government for the welfare of the people. Those who, like the writer, have passed through the islands would make allow. acce for all this, but at the same time, if they have any knowledge of life-conditions in Oriental countries they could not fail to be struck with evidence of a standard of comfert far in advance of that in many parts of Japan or the Dutch Fast Indies. The people are not hard workers, and they are not misera ly poor. Their country is full of natural resources, their soil is extremely fertile, and their climate is difficult to define. The Philippine Commission beneficent to them. When the United States took them ever the first stop was to provide the House. The Assembly, as already said, is machinery of a civilised government and aduca- two-thirds in favour of immediate and comtion. Systematic taxation was a necessary plete independence. corollary. The motto was Teach them the rights and duties of citizenship and all other things will be added unto them. The United States hardly knows what her experiment has cost her so far, but the annual expenditure is about six millions sterling, and the first nine years of conquest and ad inistration are esti mated to have absorbed eighty millions sterling. Now what is the result?

RESULTS OF AMBRICAN RULE.

It will be recognised that no Government car be permanently successful which does not bring conomic prosperity in its train. So far Ameri can rule has killed trade in the Philippines. 1906 Mr. Ide, Governor of the islands, said "We killed the Spanish market for Phil ppine angar and tobacco, and our tariff shuts these products from the United States markets, and to-day these, the most important in the islands, are practically prostrated." This state of affairs is due, not to blindness or supineness on the part of the Philippine Administrators or of the President and Secretary for War (who have made the most urgent representations on the subject), but to the opposition of the vested interests in America, which have killed every Bill for preferences to the Philippines. There exists, however, a genuine argument against taking the Archipelego inside the Dingley Tariff wall, since it would involve shutting the door in those islands to Japan and other Powers at the very time when America demands the open door in Korea and Manchuria. The answer of Mr. Taft to this would probably be that the Dingley Tariff is no longer appropriate to the conditions of the day and should be revised to meet them. In any case, however. it is not necessary to labour the point that owing to their practical exclusion from American markets, the industries which should form the staple of Filipino prosperity are hopelessly orippled and consequently the islands are actually worse off now than they were under the Spanish résime. The annual exports of sugar have declined from ten to three million dollars; of tobacco from two and a half to less than two; and of coffee from one and a half million to two thousand. Rice, which used to be exported, is now imported at ruinous rates.

A second failure is the attempt to make Mani'a a first class port. When the writer was there this was the favourite theme of officials and civilians alike. Manila was to out out Hongkong as a distributing centre. But the expensive works carried out there have proved of little use in attracting ships, and the president of the Great Northern Rilway in the United States, who also controls the steamship line of that name from Seattle, has changed the terminus of his boats from Manila to Hongko: g. Notwithstanding this it is intended to introduce (in 19(9) in Philippine waters, for the benefit of American ships, the United States coastwise navigation laws, which will have the effect of

One of the tests of a Government is the provision of communications, on which so much depends. The writer felt that this need was not sufficiently realised at the beginning of the American (coupation, and at the present time he is unable, from official or even from private information, to judge whether as much as possible has been done. The geographical peculiarities have to be considered, and steamship of mmunication was as necessary as roads, and roads were more needed than railways. Not a hundred miles of the last, have been built during the six years of pacification, though some seven hundred miles are promised at last. Road-making was hindered from the first by the absence of reliable, labour owing to the exclusion of chinese coolies. Mere figures as to length of roads built bear no true relation to their value, nor is it pertinent to quote statistics as to the growth of telephones, saithough we seem inclined to throw our a speed of 30 knots only, but it succeeded on its telegraphs, electric light, and other modern conveniences. Manila has certainly been mademore sanitary and habitable-no easy taskand civilised appliances have been introduced in the larger towns, but these reforms are superimposed on a tottering structure unless there is a corresponding increase of lu-iness they can get rid of it is by evacuation. prosperity and agricultural activity, and of these there is no sign-rather the contrary. The Filipines are buying far more from abroad and they are exporting less. They are they have a costly Administration to support to guarantee Filipino independence and see that 137, and increased wants to supply, but they are not it was not abused as in Cuba. It would have Germany is at present building twenty four it creasing their national wealth. Were it to secure that the Filipines did not ally them- destroyers to Britain's thirteen. not for the heavy subsidy, which goes for the selves with other Powers against America and most part to artificially stimulate the expenditure of the educated and semi-educated classes in the towns, the deficit would be more apparent.

THE MORAL ASPECT,

If the islands are an economic failure how about the moral aspect? This is one of the points on which Mr. Taft is a confirmed optimist Probably if every American, who has helped to "educate" the Filipinos, had his special gift of sympathy and honesty the result might be different. As it is there are evidences that the Filipino has been quick to imitate all that is least desirable in American life, and particularly in politics. Americans are never tired of saying that their administration is intended as an is the supreme ruler, and it is olvious to the extraction) that American political exigencies China would be re-enacted, with resulting mission, a nominated body of three Filipines "CLUB" SCOTCH WHISKY, OUR SPECIAL BLEND OF FINEST

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and four Americans, who act chiefly as advisers.

and as framers of legislative measures. The

Governor-General, appointed by the President,

has more power, but his bands are tied by

Congress, whose sanction is necessary for every

important step: Beneath him, and responsible

to him, is a complicated machinery of provincial

and local Governments, one within the other.

and an elected Assembly, whose functions are

forms part of it, and is a sort of Upper

On the subject of this jumble of represent-

Mr. Taft has said that he has no doubt the work

would be better and more cheaply done by a

simple form of Colonial administration on the

British system. He regards it now merely

as an educative agency. But surely the

Filipinor, who have never seen an efficient and

incorruptible Administration, would have

learnt more to begin with by an object lesson

which included those two indispensable qualities.

The writer does not wish to dogunatise on the

subject. The Filipinos must be learning some-

thing. But two things must be remembered-

first, the difficulty of getting the best class of

Americans to take up the badly paid posts in the

Philippines; and, second, the fact that the

Administration was bound to be unpopular

because it did not bring economic prosperity,

The results are not plain as yet, because

American control has not been withdrawn, but

the revival of revolutionary organisations and

the eager adoption of the claptraps of Socialism

and demagogy speak of a political development

more rapid than sound. There is much that is

fine and lovable in the characte of the Filipino,

but he is ages away from democratic conceptions

and as an Oriental' it is doubtful whether these

are suited sither to his temperament or his

circumstances. Whether or not his character

will ever acquire sufficient ballast to evolve a

sound political system for himself remains to be

seen, but it will not be done in one generation

genuine Malayan Filipine of the country from

or even in two. The gulf which separates the

the mestize pristocracy of the towns in

sufficient in itself to prevent the establishment

of any democratic system for years to come.

Moreover, there are racial and tribal divisions

and differences of religion which complicate the

BELATIONS OF AMERICANS AND FILIPINOS.

As to the relations between the Filipinos and

no worse, than those existing between

their American conquerors these are no better,

conquerors and conquered the world over. The

"altruism" of the Americans is not apparent to

the Filipinos, while they are too truly Oriental

to appreciate the manners of a democratic people.

There was a severe insurrection in 1904, and

administrative efficiency we have so far no

are four applications of "educated" Filipinos

for every one of the numerous Government posts

CAN AMERICA, FIND A. WAY OUT?

whether America cannot find a way out. Can

she trade the islands to a Power better able to

administer them? Japan is freely suggested,

but it is folly to suppose that Japan would care

so great as/is sometimes imagined, since she has

Formosa and the Loo-choo Islands, and is turn-

ing her attention to Korea and Manchuria rather

than to the development of tropical island.

Moreoverpshe has already sufficient coast-line to

protect. It is sometimes suggested that Great

provide for all sorts of other contingencies, and

the only guarantee against all these would be

an American Army of occupation ready for

emergencies. This course is not one which

need be seriously taken into consideration—there

Mr. TAFT'S MISSION.

for a proud nation there can be no turning back.

great Ruler. Mr. Taft has so much tact that

he is always deputed to patch up awkward

situations, and he will have a busy time, first in

Tokic and then in Marila. Even in these days

he is the most travelled Cabinet Minister in the

world, and one cannot but admire his energy and

wish good luck to his mission.-Archibald R.

Colquhoun in the Times.

and we do not

ments in go

to burden herself with so costly a task.

If affairs are so gloomy it may well be asked

as clerks is rather a bad than a good sign.

depleted. If the progress of the Filipinos

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Hongkong, 29th November, 1906.

ENGLAND'S FIFTH "DREADNOUGHT."

NEW SHIP TO BE BUILT WITH ALL SPEED.

Orders have been received by the Admiral . Superintendent at Devenport Dockyard to lay down at once a battleship of 20,000 tons to carry an armament of eight 13.5 guns.

The Admiralty instructions are very urgent on the point that work must be begun at once and pushed with all possible haste, and it is there would be others if the Army were unduly probable that the failure of The Hague Conference is responsible for this change of evidence, and the strongest proof to the contrary

is the refusal of the optimistic party to name any Dreadnought" in the original naval pro-It is supposed that this battleship is the fifth gramme. It will be remembered that it was announced that this ship would not be built until the result of The Hague Conference was known. The new battleship will be greater and more

powerful than the "Dreadnought" and her sister ships the "Bellerophon" and " l'emeraire." The "Dreadnought's" displacement is only 18,000 tone, and she carries ten 12-inch guns. The "Bellsrophon" has a displacement of 18,550 tons, and carries ten 12 inch guns, and the "Temeraire" the latest of the class to be launched, has a displacement of 18,600 tone.

and carries the same main armament. A fourth ship of the class, to be named the Superb is building at Elswick. It was not originally intended that the latest Dreadnought should be laid down before November. The Britain should exchange her Caribbean posses- German navy has won for itself the distinction sions for the archipelago. In this case the wish, of possessing the fastest warship in the world in in American minds, may be father to the the new turbine-engined torpedo-boat destroyer thought, but Great Britain is not likely to re- G. 137.

ceive it seriously. Why should we with tropical The British destroyer "Cossack," built by possessions yet undeveloped in Africa, with the Mesers. Cammell, Laird, and Co., and designed most important harbour in the East-Hong- for a speed of 33 knote, achieved a speed of half kong-already in our hands, wish to embark, a knot in excess of the contract on her trial for either commercial or strategic reasons, on runs, which gave the blue riband of the sea to Philippine adve as: We are not altruists the British Navv.

to make any fresh experi- | The new German destroyer, however, has subject races feeling our exceeded this by nearly half a knot. It was: hands alre _ fficiently full. Moreover, built at Krupp's yard at Kiel, and designed for Caribbean, possessions overboard, we are not so trials in maintaining a speed of 33 9 knots, with blind to their value as to make a present of a full load on board. This is equivalent to them in exchange for the realisable assets of the nearly thirty-nine miles an hour.

United States in the Philippines. No! neiter The British destroyers "Viper" and "Cobra" Britain nor Japan are likely to relieve the each did better than this, making more than 37 Americans of their incubus; and the only way and 36 knots respectively; but they were both lost at sea shortly after they were built. Great Britain is now building a destroyer, the

It is reviously proposed by some people to collect "the best native Government possible" | "Swift" which is expected to attain a speed of and leave them to settle their own affairs. But 36 knots on its trials, but while this is four knots even this ignominious course would leave certain better than the vessels of previous British paying more in direct and indirect taxation, for responsibilities. The United States would have programmes, it is only two in advance of the G

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Yetorofu Maru (Bombay Line) left Moji for this port on the 18th inst. is really more to be said for an unconditional and is expected here on the 24th inst. The T.K.K. str. America Maru will sail from Yokohams on the 21st inst., and is due to arrive

And unconditional evacuation is unthinkable; at this port on the 29th inst. The J.G.M. str. Prinz Ludwig carrying the So the probable future President has gone to German Mails with dates from Berlin of the do what he can with the Filipino leaders know- 24th ult. left Colombo on Friday the 18th ing the weight of his personal influence, and for | inst. a.m., and may be expected here on or about their sake, as much as for that of the United Tuesday the 29th inst. p.m.

States, we must hope that he will persuade them | . The N.Y.K. str. Yeboshi Maru (Bombay Line) all to become "Progressives," in the hope that left Bombay for this port via Colombo and a Taft Administration may bring them some Singapore on the 17th inst., and is expected share in the too abundant prosperity of their here on the 6th prox.

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O. 5, MORRISON HILL. ONE FOUR ROOMED HOUSE at Praya East, near East Point.

Hongkong, 1st Oclober, 1907.

COLONIAL SECRETARY'S DEPT

NFORMATION has been received from the Military Authorities that FIELD FIRING will be carried out as under :-On the slope of Beacon Hill in a North-Westerly direction, between 8 A.M. and 1 P.M. on the 19th and 25th instant. From Custom's Pass in a Westerly direction

towards Kau-lung Peak on the 21st, 22nd, 23rd, 24th and 25th instant. F. H. MAY.

Colonial Secretary. Hongkong, 19th October, 1907.

WAR DEPARTMENT CONTRACTS.

FILENDERS will be received at the Head Quarter Offices until 12 o'clock Noon, on TUESDAY, the 12th of November, 1907, for the supply of

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Forms of Tender and any Particulars can be obtained on application to this Office, personally | Embroideries. &c. or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated and no tender will be noticed unless delivered upon the proper form at the Head Quarters Office by 13 o'clock NOON on the above date, in a closed envelope marked "Tender" on the outside.

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Apply to-ARRATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 5th October, 1907.

TO LET. MANG YUEN 18a and 18s, Macdonnell Road, two storied Houses with Bath. rooms, &c., at moderate rental. Apply to-

WING CHEONG CHAN: 3 Connaught Road West. Hongkong, 16th October, 1907.

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THE WHOLE of the SECOND FLOOR of No. 34, Queen's Boad Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent, Immediate possession. Apply to YEE SANG FAT & CO,

Same Address. Hongkong, 7th October, 1907.

TO LET-FURNISHED.

66 CLEMISH" No. 101, The Peak. Apply to-MESBES, HASTINGS & HASTINGS, Solicitors. 38, Queen's Road Central, Hongkong.

TO LET. HOUSE in KNUTSFORD TERRACE KOWLOOK.

Hongkong, 4th September, 1907.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

TO LET. 9 ROOM HOUSE, with Tonnis Lawn and out-houses. Good view of the harbour. 13, Macdonnell Road. Apply to— Dr. HO KAI, Barrister at Law, Des Voeux Road,

BOARD AND RESIDENCE

Hongkong. 16th October, 1907.

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INSURANCES NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TILE INSURANCE COMPANY. POTAL FUNDS AT SIST DECEMBER, 1908

£17,837,119. AUTHORISED CAPITAL, \$3,000,000 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL 687,500 0

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SEEWAN, TOMES & CO., Agentus.

Hongkong, 27th April, 1907.

THE GLOBUS INSUBANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906.

AACHEN AND MUNIOH FIRE IN-SURANCE CO. OF ATX LA-CHAPELLE. THE Undersigned, having been appointed AGENTS for the above Company, are

propared to ACCEPT BISKS against FIRE

at Current Rates. REUTER, BROCKELMANN & CO. Her grong, 21st April, 1897,

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£1,000,000 at 2/-=\$10,000,000 SILVER RESERVE LIABILITY OF PROP'TORS 10,000,000

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> CHIEF MANAGER Hongkong-J. R. M. SMITH

> > MANAGER:

Shanghai-H. E. R. HUNTER LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent, per Annum. For 6 months, 31 per cent, per Annum. For 12 months, 4 per cent, per Annam.

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ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,112,570.36 (£176,048)

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No. 16, Des Voeux Road Central

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CAPITAL PAID-UP 3,750,000 HEAD OFFICE: TAIPER, FORMOSA. BRANCHES AND AGENCIES:

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Deposits received on terms which may be

Congroup, 5th April, 1907.

on application.

Interest allowed on Current Accoun-

D. TOHDOW, Manager:

(NETHERLANDS TRADING SOCIETY). Евтавывний 1824.

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DIRECTION DER DISCONTO GESELLSCHFAT. Medan, Penang, Rangoon, Caloutta INTEREST allowed on Current Account: DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

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Shortly to be increased to £1,200,000 Shortly to be increased to £1,475,000 RESERVE LIABILITY OF PROPRIE

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JOHN ARMSTRONG. Manager.

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EVAN ORMISTON. Manager.

Horgkong, 30th April, 1907.

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BANKS

THE

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On Current Account at the rate of 2 per cent.

Dalny

RESERVE FUNDS

per annum on the daily balance.

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Nagasaki

Bombay

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Tieling

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Hongkong, 25th September, 1907. NYEDERLANDSCHE, HANDEL-MAATSCHAPPIJ.

PAID UP CAPITAL FL. 45,000,000 (23,750,000)

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INCORPOBATED BY ROYAL CHARTER, 1853. HEAD OFFICE-LONDON.

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Hongkong, 16th May, 1907. THE MERCANTILE BANK OF INDIA, LIMITED.

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Daily balance. For 12 months

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-S.S. SAN CHEUNG. New Twin Screw Steamer, Capt. J. McGINTY, Leaves Hongkong for Canton at 9 P.M. on

MONDAY, WEDNESDAY AND FRIDAY. Leaves Canton for Hongkong at 5,30 P.M. on TUESDAY, THURSDAY & SATURDAY. Fare 1st Class - \$3 single passage - - - \$1 each.

SPECIAL EXCURSIONS TO MACAO on every SUNDAY Leaving Hongkong at 9 A.M. Returning from Macao at 6.30 P.M.

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M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; Ho. 84, Queen's Road Central. Good Panorama Views of Hongkong, Mr. E. Katich recently taken, on sale.

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Petrol-air gas, a mixture of two parts of petrol or gasoline with ninety-eight parts o air, has proven an efficient illuminant as well as useful fuel, and it seems to be finding favor on isolated English estates. One of its advantages is that of supplying its own oxygen, whereas an ordinary gas jet draws from the air three times as much oxygen as the lungs of an adult person. The previously prepared gas may be supplied through ordinary gas-pipes, or the liquid petrol may be led to special burners which from the mixture, light in either case being produced by heating ordinary mantles to incandescence. One gallon of oil produces 500 cubic feet of petrol-air gas, which is claimed to be inexplosive, and which is at least equal to coal-gas in heating power.

For a number of years Prof. Gowell, of the University of Maine, has been breeding hens to increase the yearly output of eggs, and has reached the maximum number of 255. There seems to be no reason why a hon should not lay more than one egg in a day. Early last year quotation. Union Waterboats have sellers at one hen apparently laid two eggs in a single | \$12. day, and a careful watch being made, with precautions ensuring against any error, it/was proven that she laid twenty-one eggs in the eighteen days from March 21 to April 7, two being laid on each of five days.

The supposed dissipation of clouds by the full moon has been again disproven. Otto Meissner shows that clouds often fade away in the evening, and on a light night the disappearance is more apparent and makes a stronger impression than when the clouds are not as easily seen.

In a new solution of the peat-fuel problem, Tls. 200. offered by Dr. Caro and Prof. Frank of Berlin, it is proposed to make us) of the fuel energy at the source of the peat, generating gas in special stills, and burning this to produce electricity. In this process, peat containing as much as fifty per cent of water could be used, whereas in coking peat it is necessary to dry off all but fifteen to twenty per cent of the water. The peat coke is a low grade fuel of too high cost to compete with coal coke, but it is easy to obtain from peat a very pure gas, well suited for driving gas engines, and it is believed that these would make it practicable for peat-moors to compete with waterfalls as stations for generat. ing electric current. It is estimated that the cost of extracting the peat and making the gas would be covered by the profit from ammoni im sulphate, a by-product of the gas distillation that is valuable as a fertilizer.

A study of the atmosphere over the Arctic sens gives little ancouragement to balloonists seeking the Pole. From July to December of last year, Prof. Hergesell, of Strasburg, President of the International Balloon Association, was with the Prince of Monaco in high latitudes up to 80 deg., and by means of kites and small balloons he lear ned many interesting facts about the air over the polar regions. The higher strata show various isothermal and inversion layers, indicating a perturbed state of the atmosphere. The winds are very irregular, those from the south being purely local, and if any strong winds predominate they are from the west and would drive a balloon across the sea north of Siberia.

The determination of one man-power has received considerable attention from Rankine. As the maximum prolonged effort, it appears that an average man, lifting his own weight up a stairway, can exert 2,038,030 foot-pounds per day of Sight hours, or about 132 of a horsepower. In turning a crank for two minutes, he has exerted 17,280 foot-pounds per minute-a little over one-half horse-power.

Metallic calcium, recently made a commercial product at a moderate cost, is stated by Dt. F M. Perkin, an English chemist, to be more powerful than aluminum as a reducing agent in thermite for welding and other purposes, and in the preparation of chromium, ferrosilicon and other metals and alloys. When fine turnings of it are mixed with ferric oxide, and ignited by means of a fuse of aluminum and barium, the reaction is so intense that a large part of the mixture is thrown out of the crucible. The reaction, however, can be controlled, and the intense heat made useful, by mixing with the contents of the crucible from 30 to 40 per cent of calcium fluoride or 10 to 20 per cent of calcium oxide. Calcium, now produced by electrolysis of fused calcium salts, is a silvery while metal, about as hard as aluminum and about half as heavy. It oxidizes slowly in dry air, rapidly in very moist air, and burns with a brilliant flame.

Uranyl molybdate, the remarkable new radioactive substance of André Lancien, French student of pharmacy, is prepared by adding ammonium molybdate to uranyl nitrate, when a white amorphous powder separates. This powder is collected and dried in the dark. It is claimed to be as powerfully radioactive as radium bromide, and, to have substantially the same effects, while its cost-though high, at \$110 an ounce, is low compared with the radium salt at thousands of dollars an ounce.

Ignifuge, as a new French material for making wood unburnable is called, is a mixture of 135 grams of sulphate of ammonia, 15 of borate of sods, 5 of boric acid, and 1000 of water. At Bordeaux, impregnated wood and shavings remained in a hot fire until the wood ruel was consumed, and were found simply charred. Treated paper and cotton fibre were consumed slowly without blaze.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report, dated October, 19th 1907.—A much better feeling prevailed in our maket during the week under review, and a slight advance in several stocks has to be chronicled, but owing to the unwillingness of holders to part with their shares, business has been very restricted. The sterling demand rate of exchange on London closes at 2s. 07/16d., while rates on Shanghai are Tls. 731 for a Bank T/T, and Tls. 737 for a three days sight Private Bill. Barsilver in London has fallen 27-11/161, and Consols are quoted £827.

BANKS, SHARES, -- Hongkong and Shanghais have improved, and sales up to \$665 for old, and \$660 for new shares, have been effected, at. which rates the market closes steady; London quotes £76, 0s. 0d. and £75 respectively. Nationals are unchanged.

MARINE INSURANCE SHARES.-Unions have improved to buyers at \$735. China Traders are wanted at \$90. North Chinas sold and have buyers at Tls. 75; Yangtzes at \$170. and Cantons at \$270 are on the market without.

finding buyers, FIRE INSURANCE SHARES. - Houghong sold at \$300, closing firm with probable buyers. Chunas fetched \$86, closing steady.

SHIPPING SHARES.-Hougkong, Canton and Macaos sold in a small way at \$27, at which figure there are further buyers. Indo- 'hina', Douglases, and China and Mauilas are unchang-Star Ferries have buyers at \$21 for old and \$10 for new issue. Shell Transports sold at 43s. and 42s. 6d., which latter is also the London

REFINERIES .- China Sugars have come into. sudden favour, and after sales at \$.00 and \$102, shares can be placed at SI 5. Luzons are

unchanged. MINING SHARES. - Charbonnages are unchanged. Rambs are weak with sellers at \$94; Chinese Engineering and Mining Company's shares are in request at Tla. 15.40.

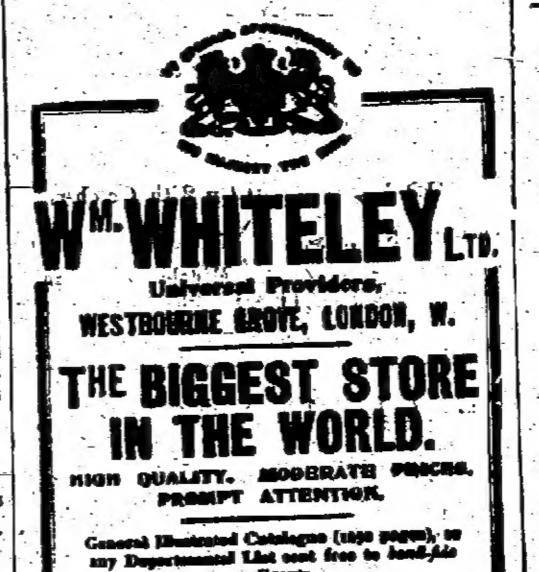
DOCKS, WHARVES, AND GODOWNS, &c .--Hongkong and Whampos Dock Company's shares changed hands at \$102 and \$103, closing firm at the higher rate. Fenwicks have dropped to sellers at \$16, while New Amoy Docks are unchanged. Shanghai Docks have been done in the north at Tls. 70 to Tls. 73. Hongkong and Kowloon Whares fetched \$67. Shanghai and Hongkew Wharves are quoted in the north

LANDS, HOTELS AND BUILDINGS .- Un changed and without business. COTTON MILLS. - Shanghai quotes : Ewos Tls. 60. Internationals Tls. 53, Laou Kung

Mows Tls. 90 and Soeychees 1 ls. 280. Hongkong Cottons, have sellers at \$101. SUNDRY MANUFACTURING COMPANIES. China Light and Powers sold and have buyers

at 36. Hongkong Electrics are enquired for at 141, and probably \$147 is obtainable. Dairy Farms sold at \$18 o.d., and they are for sale at \$161 ex the dividend of \$1.30 per share paid on 14th instant. Green Island Cements sold at \$111 to \$11.60, closing with buyers at \$111. Loss fetched \$240. Ropes are in demand a \$251. Other stocks under this heading are

MISCELLANEOUS .- China Borneos sold a \$101 to \$101, closing with buyers at 8'01. Langkata have receded to Tls. 3 5. Laundries fetched \$51. Watsons sold at \$11. Wm. Powells can be placed at S53. Other stocks under this heading are unchanged.



COLD STORAGE

THE HONGKUNG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager. Hongkong, 18th November, 1901

ON SALE.

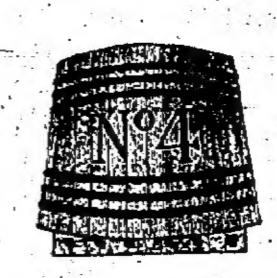
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD LEAF. BAR SILVER (From 1900), and other Useful Information. PRICE: \$1 CASH. On Sale at the "DAILY PRES;" Office, or

Local Booksellers.



OF GREENOCH AND HAS BEEN SOLD AS N'S SINCE"1831

SCOTCH WHISKY

SOLE AGENTS IN HONG KONG, CHINA & MANILLA A.S. WATSON & CO, LTD.

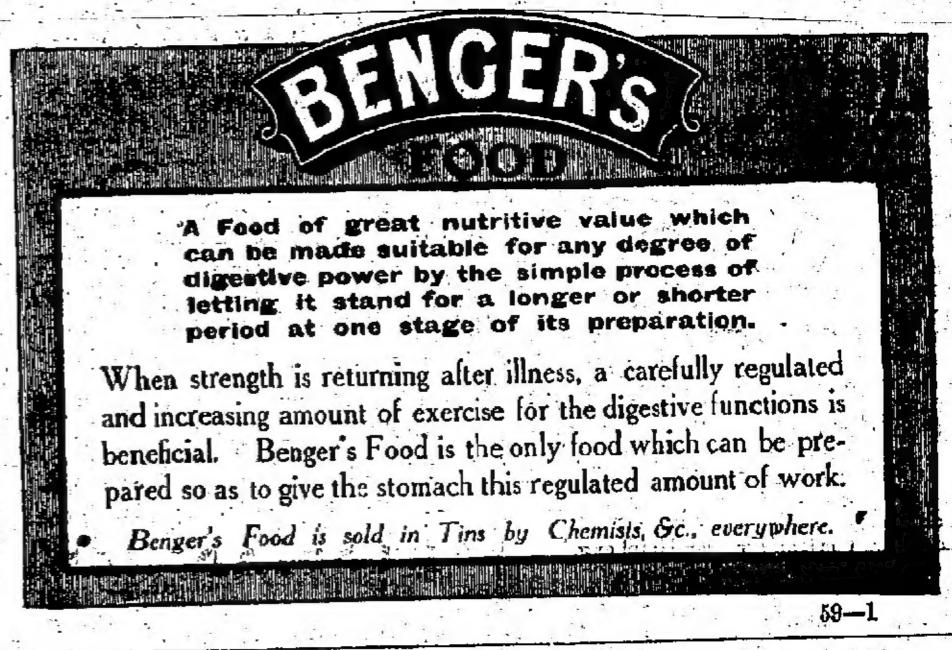


The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Eructations, Bilious Affections.

The Physician's Cure for Gout, Rhonmatic Gous and Gravel.

Safest and most Effective Aperient Regular Use.





MACAO. EXCURSIONS

THE Fast and Splendid Steamers of The COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT will make the following Excursion Trips to and from Macao viz :-

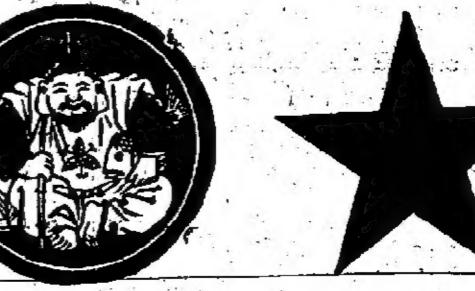
Leave Hongkong Leave Macao.

MONDAY, 21st October. 'PAUL BEAU" TUE DAY, 22nd October. "CHARLES . HARDOUIN'

Return tickets are available by the Company's steamers on any day during the excursions. Meals and refreshments supplied on board.

The Steamers will be berthed at the Company a Wharves, both here and at Macao. Passages can be booked at the Office of the Undereigned or on board. BARRETTO & CO., Agents, For Further Particulars, please apply to -1492 - 1675 Hongkong, 17th October, 1907.

JAPANESE BEER.







"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER "PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions The largest demand in the whole of Japan. Quality speaks for itself. PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA. SOLE AGENTS.

Hongkong, 12th August; 1907.

A LIGHT NOURISHMENT FOR GENERAL USE.



This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspepties, Invalids and the Aged.

The "Allenburys" DIET is readily digested by those who cannot take cow's milk, and is particularly service-

able in convalescence. The "Allenburys" DIET is made in a minute by the addition of boiling

The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants. ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

6.

Oct., General-Gibb, Livingston & Co. BOURBON, French str., 997, Le Bail, 19th Oct. -Saigon 17th Oct., General-Chinese. CHINKIANG, British str., 1,229, F. Robertson, 20th October—Newchwang and Chefoo 15th Oct., General-Butterfield & Swire. CHIPSHING, British etr., 1,199, F. Mooney, 19th October—Tientain, 12th Oct. and Chefoo

14th, General-Jardine, Matheson & Co. EMPRESS OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 20th October-Vanconver B.C. 1st' October, Mails and General-

C. P. R. Co., FRITHJOF, Norwegian str., 891, O. Andersen, 20th October-Foodhow 18th Oct., General --- Osaka Shesen Kaisha. HAICHING, British str., 1,267, A. E Hodgins,

20th October-Ceast Ports 19th October, General-Douglas, Lapraik & Co. Hue, French str., 705, J. Pannier, 20th Oct .-Heiphong, Pakhoi, Hoihow and K. C. Wan 19th Oct., General-A. R. Marty.

HUICHOW, British str., 1,217, E. Forsyth, 20th October-Tientain 11th October, General -Butterfield & Swire. HUPEH, British str., 1,204. Mathias, 19th Oct. -Haiphong & Hoihow 18th Oct., General -Butterfield & Swire.

KWANGLEE, Chinese str., 1,466, R. Lincoln, 19th Oct. - Shenghai 16th Oct., General KWEIYANG, British str., 19th October-Canton. MORTLATOR, British str., 1,737, F. W. Balten, 19th October-Frementle W.A. 2nd Oct.

Saudal Wood-Simpson. NUMANTIA, German str., 4,384, II. Feldtmann, 18th Oct.—Portland 10th Sept., General— P. A. S. S. Co. ORIEL, British etr., 2,206, G. Maddrell, 20th

October-Kuchinolzu 14th October, Ccal-Bradley & Co. Turkini, Dutch str., 2,876, W. Kcops, 18th October - Amoy 16th October, General --Java-China-Japan Line.

Tosa Maru, Japanese str., 5,823, J. Nagao. 20th October—Seattle and Shanghai 17th

October, Gen ral-Nippon Yusen Kaisha.

DEPARTURES. 19th October.

CHILDAR, Norwegian str., for Swatow. DERBIGHSHIRE, British str., for Shanghai. HITACHI MARU, Japanese str., for Yokohama. Honokong Maru, Jap. str., for S. Francisco. KJELD, Norwegian str., for Tsingtan. KUTSANG, British str., for Singapore. KWANGTAH, Chinese str., for Shanghai. LUCHOW, British str., for Shanghai. MACDUFF, British str., for Moji. MINNESOTA, American str., for Shanghai, &c. NIJNI NORGOROD, Russian str., for Singapore. OCEANA, British str., for Europe, &c. PHEANANG, German str., for Bangkok, P. WALDEMAR, German str., for Yokohama. SHINNO MARU, Japanese str., for Saigon. ULV, Norwegian str., for Saigon.

ZAFIRO, British str., for Manila. 20th October. Amico, German str., for Hollow. BELGRAVIA. German sir., for Haiphong. CHIHLI, Brilish str., for Hoibow. CHIPSHING, British str., for Canton. DAKOTAH, British str., for Palembang, FOOCHOW, British str., for Shanghai. JOSHIN MARU, Japanese str.; for Swatow. KIUKIANG, British str, fer Ningpo. KWANGLEF, Chinese sir., for Canton. KWEIYANG, British str., for Chefoo. SITHONIA, German str., for Shanghai: SPIR, Norwegian str., for Saigen. TSURUGISAN MARU, Jap. str., for Kuchinotzu.

SHIPPING REPORTS.

The British str. Oriel reports: Fine weather, light winds, smooth sea, throughout. The Norwegian str. Frithjof reports: Fine weather, calm and light Southerly wind.

> VESSELS IN DOCK. October 19th.

ABERDEEN DOCKS .-Kowloon Docks-Deli, Manban, H.M.S. Hart, Soiram, Rajaburi, Pronto, Orland. COSMOPOLITAN DOCKS .- Lyndhurst.

VESSELS ON THE BERTH DOUGLAS. STEAMSHIP! COMPANY. LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. HE Company's Steamship

." BAICHING." Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 22nd October. at 9 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 18th October, 1907.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. 'Calling at PORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEA ND, TASMANIA, So.)

MINHE Steamship

"EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 26th Oct., at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewarders and a duly qualified Surgeon

are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIRE, LIVINGSTON & Co., Agents. Hongkong, 1st October, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Laberty to Call at the Malabar Coast.) THE Steamer

"HEADLEY,"---will be despatched for the above Ports on or about SATURDAY, the 26th October. For Freight apply to ARNHOLD KARBERG & Co.

Hongkong, 7th October, 1907.

ADVERTISED AS VESSELS LOADING

To ascertain the anchorage of any Versel, the Harbour has been divided into Four Sections commencing from Green Island. Versels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section,

I. From Green Island to the Harbour Master's.

2 From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard,

4 From Navel Yard to East Point.

00				2	200		#
h	DESTINATION	VESEL'S NAMES	FIAG & RIG	BMRTH	CAPTAIN	FOR PRRIGET APPLY TO	TO BE DESPATORED
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r			***		1	3000	
_	LONDON &C., VIA USUAL PORTS OF CALL	DELEI	Brit. str		T.D.A.I.		
	LONDON & ANTWERP	MANILA	Brit. str.	- an-a	F E Andrews, E.N.R.,	P. & O. S. N. Co.	On 2nd Nov., at Noon.
al	A CANDIALLED, CC. VIA PORTR OF CALL	YARBA	Fron.str.		Sellier	P. &. O. S. N. Co. MESSAGERIES MARITIMES	About 23rd inst.
	MAD DEILLES, HAVRE & COPENHAGEN	INDIEN	Dan. str				On 29th inst., at 1 P.M. On 26th inst.
IJ,	HAVRE & HAMBURG VIA STRAITS, &c	HOHENSTAUFEN	Ger. str		Jager	HAMBURG-AMERIKA LINIE	On 30th inst.
r,	HAVRE & HAMBURG VIA STRAITS, &c. NAPLES, GENOA, ALGIEBS GIEBALTAR &C.	SILESIA	Ger. str.		Bahle	HAMBURG-AMERIKA LINIM	On 11th December.
	PUNDEBA, EREMEN & HAMRIER &C.	SURVIA	Ger. str		Kud. Meyer	MELCHERS & Co.	On 23rd inst., at Noon,
n	LELEGIE, &C., VIA BINGAPORE LA	PERM	Aus. str.	k, w.	P Craclisto	HAMBURG-AMERIKA LININ	On 24th inst.
**	NEW IORK	HEADLEY	Am. str.		a Cingiletto	SANDER, WIEDER & Co	About 26th inst., P.M. About 26th inst.
b		OCEAN MODARCH	Am, str		164	SHEWAN TOMES & Co.	On 2nd November.
ıl	VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF INDIA	Brit, str		444 484 1es 215 216 1es	CANADIAN PACIFIC R. CO	On 24th inst., at 4 P.M.
	VICTORIA (B.C.) & TACOMA VIA JAPAN	MONTEAGLE	Brit. etr			CANADIAN PACIFIC R. Co	On 6th Nov., at Noon.
t,	VALUAU AND IU II OHK, VIA JAPAN PORTR &	KUMERIC PARK	Am. str Brit. etr. ,		D. Baird	DODWELL & Co., LTD	On 25th inst.
ш	AUSTRALIAN PORTS VIA MANITA	TANUAN	Brit, str.	Im.	L. Dawson	BUTTERFIELD & SWIRE	End of November.
	AUDIRALIAN PORTS VIA PART DIRECTOR DA	EMPIRE	Brit, str.	-	Holms	GIBB, LIVINGSTON & Co	On 26th inst., at 4 P.M. On 26th inst., at Noon.
i	A USITIALITAN PURITS VIL MANIFA	PRING WALDEMAR.	Ger. str		W. von Senden	Мессинев & Со.	On 7th Nov., at Noon.
•	VLADIVOSTOCK VIA SHANGHAI	GULF OF VENICE	Brit, etr.		******* **************	DODWELL & Co., LTD.	On 26th inst.
۱. ا	KOBE NAGASAKI & VLADIVOSTOCK	TBINAN	Brit. str.		C. Lindbergh	BUTTERFIELD & SWIRE	On 25th Nov., at 4 P.M.
١,	JALAN II	TILIWONG	Ger. str Dut. str		T. Stehr	HAMBURG-AMERIKA LINIE	On 28th inst.
3	**************************************	CHIPSHING	Brit. str.		Jurriaanse	JAVA-CHINA-JAPAN LIJN JARDINE, MATHESON & Co. LD.	Quick despatch.
		Нисном	Brit, str.	l m.	E. Forsyth	BUTTERFIELD & SWIER	To-morrow, at 4 P.M.
3	SHANOHAT TOROHAMA, KUBE, & MUJI	JAPAN	Brit, str		J. G. Olifent	DAVID SASSOON & Co., LID	On 26th inst., at Noon.
	SHANGHAI, MOJI, KOBE & YOKOHAMA	K WONGSANG	Brit. str		W. P. Baker	JARDINE, MATHESON & Co., LD.	On 26th inst., at 4 P.M.
h	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PALERMO.	Brit. str		E. G. Andrews	P. & O. B. N. Co.	About 27th inst.
٠	SHANGHAL YOKOHAMA & KORE	PRINZ LUDWIG	Ger. str		C. Binzer	MELCHERS & Co.	About 29th inst.
. 1	PHANGHAI	DEVARHA	Brit. str.		T. H. Hide, B.N.B.	P. & O. S. N. Co.	End of October.
	THE PARTY OF MALALIA, INCLUDING TO BUSINESS AND IN MI	SILESIA	Ger. str	k.w.	Bahle	HAMBURG-AMBRIKA LINIB	About 1st November. On 2nd November.
	SHANGHAT, MOJI, KOBE & YOKOHAMA	STEIA	Brit, str		D. C. Gregor, R.N.R	P. & O. S. N. Co.	About 10th November.
	SHANGHAI KOBE & YOKOHAMA SHANGHAI YOKOHAMA, & KOBE	DORTMUND	Ger. str	k. w.		HAMBURG-AMERIKA LINIE	On 20th November.
٠ ۱	FUCCEUW VIA SWATOW & AMOV	SIAM	Dan str Nor. str		Andense	MELCHERS & Co.	Middle of November.
- 1	TAMOUL VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.		O. Anderson I. Sakurai	OSAKA SHOSEN KAISHA	On 23rd inst., at 9 A.M.
ı	SWATUW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgies.	DOUGLAS LAPRAIK & Co	On 27th inst., at 9 A.M. To-morrow, at 9 A.M.
	SWATOW & SHANGHAI	CHINKIANG	Brit. etr	1 m.	Robertson	BUTTERPIELD & SWIRE	On 25th inst., at 4 P.M.
	SWATOW & SHANGHAI	SHAOHSING	Brit, str		L. D. Northcombe	BUTTERFIELD & SWIER	On 26th inst., at 4 P.M.
-	SWATOW & SHANGRAI MANILA	YOCKOW	Brit. str	_ 8 1	F. Northcombe	BUTTERFIRLD & SWIRE	On 1st Nov., at 4 P.M.
	Be a den an illiede fer ete fer ffe ffe bioborden ferein tanen bandtinen aus enn	LOONGBANG	Brit. str	l m.	A. W. Onterbridge	BUTTERFIELD & SWIRE	To morrow, at 4 P.M.
	MANILA	RUBI	Brit, str		S. J. Payne	SHEWAR, TOMES & Co., LD.	On 25th inst., at 4 P.M.
	MANILA		Brit. str.		T. Meyrick	JARDINE, MATERSON & Co., LD.	On 26th inst. On 1st Nov., at 4 P.M.
	MANILA	ZAFIRO	Brit. str	_	A. Fraser	SHEWAN, TOMES & Co.	On 2nd November,
	KIIDAD A CANDO	SUNGRIANG	Britastr		G. H. Pennetather	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
	SINGAPORE DENIANG & CATOTOMA		Ger. str.	-	F. Sembill	MELCHERS & Co.	Beginning of November.
	SAMARANG & SOERABAYA	ONBANG	Brit. str Brit. str	7 A	E.J. Buller	JARDINE, MATHESON& Co., LD.	On 24th inst., at Noon.
	JAVA PORTS	TJIKINI	Dut. str.		Rose Core	JARDINE, MATHESON & Co., LD. JAVA-CHINA-JAPAN LIJN	On 26th inst., at 3 P.M. Quick despatch.
1						THE WASHINGTON AND MARKET THE PARTY OF THE P	Amos asshores
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ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. EDISH EAST ASIATIC Co., LD GOTHENBURG.

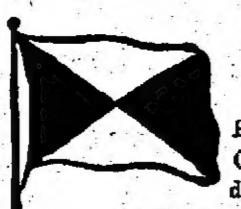
> SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION MARSEILLES, HAVRE and COPENHAGEN SHANGHAI, YOKCHAMA and KOBE .. SHANGHAI, YOKOHAMA and KOBE For Further Particulars, apply to

STRAMERS DATE OF SAILING On 26th October. "CANTON" End of October. Middle of Nevember

Hongkong, 18th October, 1907.

MELCHERS & CO., AGENTS.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STRAMSHIP	Ions.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th October.
ZAFIEO	2540	A. Fraser	Manila	On 2nd November,

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGER:

Hongkong, 21st October, 1907.

Hongkong, 19th October, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIO STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. "OCFAN MONARCH" On 2nd November.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. Hgenkong, 14th September, 1907

INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STEAMERS * TIENTSIN Tuesday, 22nd Oct., 4 P.M. * SINGAPORE, PENANG & CALCUTTA" KUMSANG" ... Thursday, 24th Oct., Noon. * MANILA "LOONGSANG" Friday, 25th Oct., 4 P.M. SAMARANG & SOURABAYA "ONSANG" ... Saturday, 26th Oct., 3 P.M. SHANGHAI "KWONGSANG" Saturday, 26th Oct., 4 r.m. MANILA "YUENSANG" ... Friday, 1st Nov., 4 P.M. REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Penang 85. . These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientein, Newchwang and Yangtase Ports For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS. 18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

	Steamers		Tons.	Captain.		Sailing Date.
					• 7	
‡ K SH	UMERIC AWMUT	H1 H1 0.4 101	6,232 9,606	D. Baird E. V. Roberts		On 25th October. On 6th November.
- 19			10	Cargo only.		

CUISINE. ELECTRIC LIGHT, DUCTUR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Becond Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED,

Hingkong, 4th October, 1907.

GENERAL AGENTS. Queen's Buildings.

FOR THE STRAITS COLOMBO, ADEL

HAMBURG-AMERIKA PASSENGER SERVICE.

DY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN," These ateamers offer to the public the highest comfort yet attained in ocean traveiling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at: PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these hoats, the steamers "Scandia" & "Stlesia" carry first-class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples, Southampton or Hamburg. HOMEWARD. OUTWARD,

FOR SHANGHAI, KOBE, YOKOHAMA. SILESIA ...

SUEZ, PORT SAID, NAPLES PLYMOUTH HAVRE, & HAMBURG 2nd November * HOHENSTAUFEN 30th Outober 2nd December SILESIA

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD: FOR SHANGBAI, KOBE & YOKOHAMA ... 2nd Nov. SILESIA. FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov. SCANDIA FOR SHANGHAI, KOBE & YOHAKOMA ... 2nd Dec. C. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec. NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Cofenhagen, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC POETS, NOETH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

... DUNKERK, BREMEN & HAMBURG * HOHENSTAUFEN HAVRE & HAMBURG ... * SILESIA ... HAVRE & HAMBURG 11th Dec. Beecial attention of intending Passengers is drawn to the splendid accommodation of this Steamer, Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

COAST SERVICE. FOR NAGASAKI & VLADIVOSTOCK ... 28th October Freight and Passengers.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamshi

"JAPAN. Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 26th inst., at Noon. This Steamer has superior accommodation for passengers and is installed throughout with.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 19th October, 1907.

Electric Light and carries a duly certified

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE" will-be-despatched for VLADIVOSTOCK (via SHANGHAI) on SATURDAY, the 26th October.

For Freight and further particulars, apply to DODWELL & CO., LTD.

Hongkong, 19th October, 1907.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN.

SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS. RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"PERSIA," Capt. P. Craglietto, will be despatched as above on or about SATURDAY, the 26th October, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Princes' Buildings. Hongkong, 27th September, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.



STEAM FOR SAIGON. SINGAPORE, BATAVIA COLOMBO, AUSTRALIA ADEN, EGYPT MARSEILLES, LONDON, HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"YALRA Captain Sellier, will be despatched MARSEILLES, on TUESDAY, the 29th October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Next sailings will be as follows: S.S. "ERNEST SIMONS" ... 12th Nov. S.S. "TONKIN" ... 26th Nov. S.S. "POLYNESIEN" 10th Dec. 8.8. " TOURANE" 24th Dec. G. DE CHAMPEAUX,

Agent. Hongkong, 16th October, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THEOUGH BILLE OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain J. D. Andrews, R.N.R. carrying His Majesty's Mails, will be despatched from for Bombay &c. on SATURDAY. 2nd November at Noon, taking passengers and cargo for the above ports connection with the Company's 5.3: "MOOLTAN," 9,600 tons, from Colombo. passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London

other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT." due in London on 14th December, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent Hongkong, 21st. October, 1907.

KISEN KAISHA. SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With option to Call at Mexican and other Coast Ports.

Steamers -Тода KATHARINE PARK" 5,000 End of Nov. KASATO MARU" 6,100 Sometime in

March 1908. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the

Pacific S. N. Co. K. MATSDA, Manager, York Building. Hongkong, 12th October, 1907.

REMARKS. STEAMERS and YOKOHAMA Capt. E. G. Andrews SHANGHAI, MOJI, KOBE | SYRIA | About 10th | Freight and and YOKOHAMA...... Capt. D. C. Gregor, R.N.R. For further Particulars, apply to

E, A. HEWETT, Superintendent

Hongkong, 21st October, 1907.

CHINA NAVIGATION CO., LIMITED.

	FOB	BTEAMBES	TO SAIL
	•	"TAMING"	On 22ud Oct., 4 P.M.
	MANILA	"HUICHOW"	On 22nd Oct., 4 P.M.
		"CHINKIANG"	On 25th Oct., 4 P.M.
		OHIM RIED	
	MANILA, ZAMBOANGA, PORT		
-	DARWIN, THURSDAY ISLAND,	A LANGE TWEET A ST II	On Dath Oat 4 D M
	COOKTOWN. CALKINGS?	TAIYUAN	OH ZOLL OSL, Tr.M.
	TOWNSVILLE, BRISBANE,		
	OVENIOU and MELHOURNE		
	SWATOW and SHANGHAI t	"SHAOHSING"	On 26th Oct., 4 P.M.
	SWALOW AND CALL	"SUNGKIANG"	On 30th Oct., 4 P.M.
	CEBU & ILOILO	"YOCHOW"	On 1st Nov., 4 P.M.
1	. Dittelotti den ommer	"TSINAN"	On 25th Nov. 4 P.M.
	KOBE	101121 Harmon account	nodation offered by these
	The attention of Passengers is direct	200 100 the superior social	Table A duly qualified
	steamers, which are fitted throughout with E	Cleocho Light Ophianion	Things or and deserved
11-	t Taking Cargo on through bills of ladi	ing to all Yangtese and Non	thern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND BETURN, TO MANILA ANI AUSTRALIAN PORTS.

For Freight or Passage, apply to-Hongkong. 21st October, 1907.

BUTTERFIELD & SWIRE. AGENTS.

RAILWAY CANADIAN PACIFIC COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER II days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

Propos	ED SAILINGS.	(Subject to Alteration).	4
R.M.S. "EMPRESS OF INDIA" "MONTEAGLE"	6,163 6,000 6,000	THURSDAY, 24th Oct 11th Nov. WEDNESDAY, 6th Nov 30th Nov. THURSDAY, 21st Nov 9th Dec. Thursday, 19th Dec. 6th Jan. Thursday, 16th Jan 3rd Feb.	R

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 294 days from HONGKONG. Hongkong to London, 1st Classvia St. Lawrence River Lines or New York 271.10 Intermediate on Steamers) . 240. ..

and 1st Class Railways ... First Class rates include cost of Meals and Berth in Sleeping Car while crossing [the American Continent. R.M.S. "MONTEAGLE," parry Intermediate passengers only, at Intermediate rates,

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments For further information. Maps. Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK. General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. Rud, Meyer	Wed'day, 23rd Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	" PRINZ LUDWIG " }	About Tuesday, 29th October.
MANILA, NEWGUINEA, BRIS.) BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	Thursday, 7th Nov., at Noon
KUDAT and SANDAKAN}	"BORNEO" Capt. F. SEMBILL	Beginning of November.
For further Particulars, apply to		

NORDDEUTSCHER LLOYD, MELCHERS, & CO.,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 19th October, 1907.

AND-AMOY-

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

at 9 A.M.

THE CO. 8 8.8. LHAVING SUNDAY 27th Oct. ("DAIJIN MARU AND AMOY Capt. I. SAKURAI at 9 A.M. THE CHARTERED STEAMER FOOCHOW, VIA SWATOW ["FRITHJOF" WED'DAY, 23rd Oct.,

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. + Taking Cargo on through Cilis of Lading to all Yangtere and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Cant. O. ANDERSON

T. ARIMA, Manager Hongkong, 21st October, 1'07.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

STEAMER	FROM	ON OR ABOUT	WILL LEAVE POR	ON OR ABOUT
rjikini	JAPAN	Second half of Oot.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAVA PORTS	Second half of Nov.
PJIMAHI	JAPAN	First half of Nov.	JAVA PORTS	First balf of Nov.
IJILIWONG.	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJTLATJAP	JAPAN	Second half of Nov	JAVA PORTS	Second half of Nov. Second half of
TJIBODAS	JAPAN	Second half of	JAVA PORTS	Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a imited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. - Hongkong, 21st October, 1907.

JAVA-CHINA-JAFAN LIJN. Telephone No. 375.

PASSENGER SEASON 1908.

BY THE

25 DAYS TO ITALY

LINERS: MAGNIFICENT Tons Rug.

ON MARCH 11TH. 8,000. " BUELOW" Capt. FORMES. ON MARCH 25TH. "PRINZ LUDWIG" Capt. von BINZER.

ON APRIL 8TH. "PRINZESS ALICE" Capt. POLACK.

CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended. For Particulars, apply to-

Hongkong, 19th August, 1907.

MELCHERS General Agents.

SHIPPING IN PORT.

STEAMERS.

ACABA, British str., 3,174, Wm. Hume, 18th

CARL DIEDERICHBEN, German str., 774, 7

7th October, General-Jebsen & Co.

CHIYUEN, Chinese str., 1,177, C. Stewart, 16th

CHOWEA, German str., 1,05; F. Spiesen, 14th

Standard Oil Co.

Butterfield & Swire.

Melchers & Co.

C. P. R. Co.

& Swire

-Chinese.

October-New York 27th August, Oil-

Kayser, 8th October-Haiphong & Hoihow

October-Shanghai 13th October, General

October-Bangkok 5th October, General-

October - Seigen 9th October, Rice-

EMPRESS OF INDIA, British str., 3,032, E.

FORESTDALE, British str., 2,283, 8th October-

FUKURA MARU: Japanese str., 1,946, Sakamoto,

GLENBARN, British str., 2,855, W. Houghton,

16th Oct. - Singapore 10th Oct., General-

HILD, Norwegian str., 720, J. Solvegen, 17th

ITHAKA, German str., 2,0.0, Colemeer, 16th October - Wahn 12th October, Rice -

October -- Wakamatsu 11th October, Coal --

15th Oct. Singapore 8th Oct., General-

October-Saigon 13th Oct., Rice-Chinese.

LARRIES, British str., 1,300, J. B. Jackson, 18th

MONTEAGLE, British str., 3,933, S. Robinson,

ORLAND, Norw. str., 917, T. A. Tie, 10th Oct.

ORWELL, British str., 2,446, W. Frame, 12th

PAKLAT, German str., 1,018, J. Wenzel, 17th

PALEMBANG, Dutch str., 1,019, E. Watson,

Pongtong, German str., 997, W. Böteführ,

RAJABURI, German str., 1,189, F. Bremer, 13th

October-Bangkok 5th and Swatow 12th

Oct., Rice & Timber-Butterfield & Swire.

October-Saigon 4th October, General-

18th Oct .- Manila 15th Oct., Hemp and

October - Sourabaya 6th October, Sugar

CAIWAN, British str., 1,042, J. A. Martin, 9th

TAMING, British str., 1,350, A. W. Outerbridge,

TATSU MARU, Japanese str., 1,984, H. Terimme, 15th October. Kobe and Moji 9th October,

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, L. D.

LAWRILL, British 4-masted bark, 1,950, 28th

LYNDHURST, British 4-masted barque, 2,50%,

Vance, 24th August-New York 1st May,

August-New York, Case Qil-Standard

Parnell, 25th July-Kobe 1st June, Ballast

General-Butterfield & Swire.

-Rajang and Borneo 4th Oct., Timber-

October-Barry 31st Aug., Coal-Dodwell

October-Bangkek 14th October, Rice-

16th Oct. - Polo Sambo, 9th Oct., Petroleum

16th Oct. - Saigon 10th Oct., Rice -

Mitsu Bishi Goshi-Kwaisha.

McGregory Bros. & Gow.

Angaard, Thoresen & Co.

Hamburg-Amerika Linie.

Jardine, Matheson & Co.

Butterfield & Swire.

Butterfield & Swire.

Butterfield & Swire.

Coal-Chinese.

and General-Chinese.

Case Oil-Standard Oil Co.

-Standard Oil Co.

Asgand, Thoreson & Co.

in bulk-Order.

Wallem & Ca.

Beetham, 22nd Sept.-Vancouver, B.C.,

3rd Sept., Mails and General and Flour-

Samarang 2nd October, Sugar-Butterfield

17th October - Moji 12th October, Coal-

Gutler, Palmer & Go.'s



SHIPPERS Butler, Palmer & Go., London,

AGENTS

HONGKONG.

BISHI GOSHI-KWAISHA

BISHI CO.) (MITSU COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. A1 ABC 5th Ed., Western Union Codets used All Letters Addressed : MANAGER MITSU BISHI Co.

BRANCH ORFICES :-- . NAGASAKI, MOJI, KOBE, KARATSU SHANGHAI, HONGKONG, & HANKOW.

with name of place under.

AGENCIES: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messes, GRARING & Co. MANILA: Messrs, Macondray & Co. SOLE PROPRIETORS of Takashima Ochi, Shinnew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries. T. MATSUKI, Manager, Hongkong. No. 2, Pedder Street.

HUNG NGOI SAN PO ZWENNA, British str., 1,148, A. Ramsay, 16th (Chinese Daily Press),

PUBLISHED DAILY. Is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FIFTY YEARS

Circulates largely throughout Southern China Indo-China; etc. Terms for Advertising (Translation free) can be obtained at the Office, 10a, Des Voux Road Contral, Hongkong; 131, Flest Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, HULL, LONDON,

AND STRAITS,

THE Steamship

"GLENEARN. baving arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowleen Wharf and Godown Co., Ld., at Kowleen, where each consignment will be sorted out mark by. mark, and-delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 22nd inst, will be

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 22nd inst, at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW. Hongkong, 16th October, 1907.

> NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless

instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 24th inst., will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 27th inst., or Claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA:

Hongkong, 18th October, 1907. NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra bazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon and West Point Godowns, whence delivery may be obtained

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst, will be subject

All broken, chafed, and damaged Goods are DAGMAR, German str., 921, F. Nicolaisen, 14th to be left in the Godowns, where they will be examined on the 28 h inst., at 9.30 A.M. All Claims must reach us before the 28th DELI, German str., 726, J. Lenp, 3rd Octobernst., or they will not be recognised. Bangkok 26th Sept., Rice-Melchers & Co

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD. MELCHERS & Co.,

Agents. Hongkong, 18th October, 1907.

NOTICE TO CONSIGNEES.

HE H. A. L. Steamship

'SITHONIA," Captain Brohmer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given To-DAY. Any Cargo impeding her discharge will be KUMSANG, British str., 2,078, E. J. Buller, landed into the hazardous and/or extra hazard... ous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days

of the steamer's arrival here, after which date E.N.E., 18th October-Vancouver, B.C., they cannot be recognised. 30th Sept., Mails and General-C.P.R. Co. No Claims will be admitted after the Goods NINGPO, British str., 1,227, E. Richards, 15th have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be October Shanghai 11th Oct., Generalsubject to rent

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 18th October, 1907.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer

"ARCADIA,

FROM BOMBAY, COLOMBO AND -Consigness of Cargo by the above-named

PRONTO, Norwegian str., 837, Ths. Seeberg,... 14th October-Saigon 9th October, Rice- vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowinon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:-

From London, &c., ex s.s. "Chins. From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent. No Fire Insurance will be affected by me in any case whatever.

Damaged packages must be left in the Go; downs for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th October, 1907.

NOTICE TO CONSIGNEES "SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM LONDON AND STRAITS.

THE Steamship

"Denbighshire." Capt. W. A. Evans, having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consigness risk and expense. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on THURSDAY, the 24th inst., No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co Agents. Hongkong, 18th October, 1907.

DAVID CORSARASON'S MERCHANT NAVY NAVY BOILED CANVAS LONG FLAX RELIANCE CROWN TARPAULING

NOTICE TO KOWLOON RESIDENTS

ARNHOLD, KARBERG & CO.

Sole Agents

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK-STALL, Mr.H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgia Roal & Mr. AH YAU'S FERRY WHART STALL. Lanzkong, 22nd December, 1903.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,309, Capt. Ferdinand Bublay, Northern Waters Allouette, river guuboat, Lieut, Millet, Cochin-

Argus, gunboat, 123 bons,—guns, 500 h.p., Ligut. Jeannel, Canton Caronada, gunbont, Lieut. Kerchael, Szigon Décidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut .- Comdr. L'Eost, Haiphong

D'Entrecasteaux, French cruiser, 8,000, Capt. Tracau, Shanghai Esturgeon, submarine, Saigon Henri Riviere, guaboat, Lieut. Portier, Haiphong

Jacquin, river gunboat, Lieut. Lo Corolla Annam Toukin, reserve Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Jieut. Sagos-Duvauroux, Saigon Kersaint, gunboat, 1250 tons, 6 guns, 2 :00 b.p.,

Comdr. Simon, Saigon Lynx, submarine, Lieut. Armbruster, Saigon Montealm, cruiser (Flegship of Vice-Admiral Richard, Commander in Chief), 970) tons 12 gans, 12,6 10 h.p., Capt. Martel

Mousquet, destroyer, Lieut. Duchemin, Baie Olry, gunboat, Lient Grellier, Yangtse Peiho, gunboat, Lieut. Marchand, Tongku Perle submarine, Saigon.

Pistolet, destroyer, Lieut. de Reinach Werth, Baie d'Along Protée, submarine, Lieut. Glorieux, Saigun Rapier, destroyer, 33 litons, Lieut, Vincent de Brichignaoc, Saigon

Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6971 h.p., Rear Admiral de Marolles, Saigon Sabre, destroyer, 330 tons, Lieut, Malliez Styx, armoured gunboat, 1796 tons, 10 gaus.

1700 h.p. Dne, Saigou Surprise, ganboat, 629 tons, 2 gans, 900 h.p., Lieut. Roque, Haiphong Takiang, gunboat, Yangtsae. Takou, destroyer, Com. Terquem, Saigon.

Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay. Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut, Brugnon, Canton

Furst Bismarck, (flagship), 1100) tons, 36-gans, 140:00 h.p., Kontre-Admiral Brousing.

Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p., Jaguar, gunboat, 90J tons, 10 guns, 1300 h.p., Commander Kloobe, Yangtse Leipzig, craiser, Commandant von Rothkerch

Luch, gunboat 850 tone, 10 guns, 1344 h.p. Commander Hartog Niobe, erniser, Commander Witschel Thetis, cruiser, 2660 tons, 24 runs, 8000 h.p., Captain Glatzel

Tiger, gunboat, 900-tons, 10 guns, 1310 h.p., Commander V. Abeken Tsingtau, gunboat, 17) tons, 5 gans, 1300 h.p. Lient. Brehmer Vaterland, ganboat,—tons, 3 guns, 500 h.p.,

Lieut, de Sposseli Vesuvioo, cruiser, 2,145 tons, Baron de Saint

Pierro, Shanghai PORTUGUESE. Rio Lima, cruiser, 720, tons, 7 guns, Macao.

united states. Arayat, gunboat, En ign R R. Riggs commanding, Cavite Bainbridge, torpedo-boat destroyer, 43) tons. Lt. C. H. Woodward commanding .

Barry, torpedo-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila Callao, gunboat, 600 tons. Ensign Guy Whitlock commanding, Manila Chattanoaga, cruiser, 3100 tons, Commander

lex. Sharp, Langue Cincinnati, cruiser 3213 tons, Commander J. M. Robinson, Amoy Colorado, armoured cruiser, 13,500 tons, Captain

Sidney A. Staunton Concord, gunboat, Commander Boush. Manila Elcano, gunboat, 690 tons, Lt. Commander

J. L. Jayne, Hongkong Galveston, craiser, 3100 tons, Commander W. G. Cutler, Chefoo Helena gunboat, 1397 tons, Commander J. C. Gilmore, Manila

Maryland, armoured cruiser, 13,500 tons, Capt. John R. Ingersoll Monadnock, monitor, in reserve, Lt. Comman-

der J Li. Purcell, Cavite Paragus, gunbout, 201 tons, Ensign A. B. Reed commanding, Cavite Pennsylvania, armoured eruiser, 13,500 tons.

Capt. Thom s C. McLean-Quiros, gunboat, Lieut, E. L. Bisset, Manil-Kaleigh, cruiser, 3213 tons, Commander F. F. Fletcher, Manila Villabois, gunboat, 347 tons, Ensign A.

- Andrews commanding, Manila West Virginia, armoured cruiser, (flagship of Rear Admiral Brownson), 13,500 tons, Capt. Comvey H. Arnold

tie 16th December.

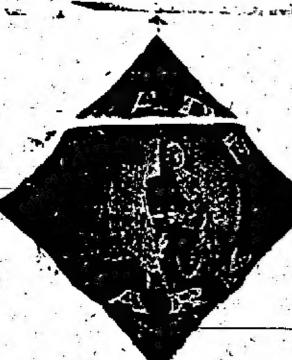
POST OFFICE NOTICE The British Post Office at Tientsin will not be closed, but will remain open. CHRISTMAS AND NEW YEAR PARCEL MAILS, FOMEWARD. Farcels for the United Kingdom-VIA GIBRALTAR-posted up to 5 p.m. on Friday, the left November, are due in London about the 7th of December, and those posted up to 5 p.m. on I rid; y the 15th Nevember, see due in London on the 21st December. With an additional fee of 60 cents, parcels may be forwarded via Brinder and if posted before 5 p.m. on the 15th November, would accompany the letter mail, due in London on

Truels intended for New Year's delivery should also be forwarded by the mail of the 5th I evemler, as the rest succel mail of the 29th November is not due in London till the 4th January, 1908, unless they are plated to be forwarded overland via Brindist in which case un idditional fee of the cents must be said, such parcels are due in London about the 3 th December.

The rates of postage on ordinary parcels are as follows:-For a parcel not exceeding 3 lbs. in weight 60 cents. 7 lbs. , \$1.20 11 lbs. .. \$1.80 Under no circumstances will parcel weighing over 11 lbs. be forwarded.

All raicels containing jewellery or any article of gold or silver must be insured, all iraused raicels must be scaled. The seals must bear the impression of a device or private

POB	PER		DATE	D. 1
Macao Macao Manila Macao Amoy, Singapore and Bangkok Macao Swatow, Amoy and Foschow Macao Bourabaya Bangkok Macao Lientsin Manila	Sui An Kinshon Orwell Sui Tai Pongtong Sui An Haiching Kinshan Zweena Dagmar Sui Tai Huichon Chinshing	Monday, Monday, Monday, Monday, Tuesday,	21st, 21st, 21st, 21st, 22nd, 22nd, 22nd, 22nd, 22nd, 22nd, 22nd, 22nd,	7.00 A. 8.15 A.M 9.00 A.M 12.15 P.M 5.00 P.B 7.00 A.M 8.15 A.M 9.00 A.M 11.00 A.M 12.15 P.M 3.00 P.M 3.00 P.M 3.00 P.M



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TO-DAY. Pricmin Clera Co , City Hall, 9 p.m. TO MORROW. Esle, Terris Palls and Racgreis, Sales Reem, Mesers. Brgles & Horgh, 11 a.m.

1547

PASSENGERS ARRIVED. Fer Ifilini, frem & moy, Mrs. Weaver.

Per Chipshing, from Tientsin &c., Mis. H Per Huicker, frem Tiertsin; Mrs. Heillips

and child, Dr. Jones, R.N. Per Haithing, frem Ceart Ports; Miss Chepman, Ber. J. MicGenen, Meisre. Poest, Thempsen, Murray and Rezario. Fer Tora Mar, frem Stattle via Ports, Mrs.

E Yoreda, Mesers, H. J. May, B. A. das Caldas, T. Sere, J. Harris, M. Iwane, H. Wada and S. Yemezeki.

Per Empress of Jopan, for Hongkong, frem. Vancenver. H.E. The Governor of U. Borneo and Mis. Guiritz, Mr. and Mrs. H. H. Horsey, Mr. and Mrs. H. E. Polleck, Mr. and Master Jack, Mis. W. Turner, Mrg. Stekes and maid, Misses Semson, J. and L. Jack, Dr. A. M. Saluly, Dr. J. Yemell. Lieut, Whyte, R.A., Mersys F. A. Viell, J. W. Pette, E. E. Wing, H. H. Gembertz, Merten Smith, R. E. Humphreys and W. Breadway; frem Yokohama; Mr. and Mrs. M. W. Slade, 3 children and nurse, Messis. H. A. Jeffries and A. Naliveon; from Kobe. Mr. Mrs. and Miss Woodlouse, Mr. ar d Mrs. Hedtu, Major and Mrs. Duer. Mrs. Craddock, child and nurse: from Shanghai, Mrs. K. H. Jones, Messis. J. Zaddeley and Parker Ness and family.

Per Minnesoto, frem Hongkong, for Stattle. &c., Mr. and Mrs. Fisher, Mrs. J. N. Weaver, Mys. L. D. Wreks, Mis. Eckenberger, Miss Watson, Roy. R. C. Themas, Father John Geraise, Hor. E. Orberne and servant, Lieut, N. M. Green, U.S. Army, Moneicur Raynand, Messis. C. H. Loeber, Trvin V. Todd, M. M. Smith, P. M. Corwine, N. S. Brown, F. Adams, B. W. Tipe, Fresiee, A. Fisher, Agapito de Longa and H. E. Wait ard servant.

Per Hilachi Marv, for Japan, Admiral Baron and Baroners Yamencuchi, Mr and Mrs. N. 12 Okcebi, Major and Mrs. Lowther and child. I Capt. and Mas. Bishop, Miss and Master T Okoshi, Mrs. Schliebur, Mrs. N. Yoshida, Mrg. D. Uchide, Miss E. James, Miss C. Yoshihara, Miss J. Ruse, Mesers. R. Newbausen, F. L. James, B. Fukuzawa, M. Iwamura, P. Been, A. Burton and W. Bloomfield.

Per Hengkong Maru, from Hongkong, for Ean Francisco, &c., Mr. and Mrs. Geo. Hor-

ridge, Col. and Mis. A. Williams, Mrs. and Miss Hanaway, Mrg. B. A. Harnett, Mrs. M. McCember, Mrs. E. A. Billings, Mrs. E. J. Huggins, Mieses H. E. Huggins, R. C. Davie, M. R. and R. D. Williams, Master Harnett, Mesers. Phys Vorady, Nai Peich, M. S. Silver. stone, Timothy Mee, E. Heintz, H. Geutert, W. J. D. Young, W. Baum, B. D. Mulligan, J. H. Shipley and A. C. Hauland. Per Zefiro, from Hongkeng, for Manila, Capt. Mrs. and Miss J. F. Pratt, Mr. and Mrs. G. N. Lamb, Mrs. R. Block, Mrs. C. de Inchausti, Mrs. M. Prieto, Mrs. A. S. Wadsworth, Misses Alice Block, Margot Block Carmen Maylin, Kuhn, M. Villanuer, Pierce and Collemore, Mester Benito Priete, Mester Antonio Prieto, Messis, J. Block, J. R. de Inchensti, P. Er geter, J. Gired, M. Villanuere, J. Salcede, V. Villanuera, F. Villanuera, S. M. McCfes, Edw. C. Crossett, Dudley Ward Fay, James A. Linen, jr., Montague Brown, Einest S. Hene, E. Jong, Mariano Replan, W. L. Duncan and A. Ossorio.

	IGH WATER.	Low W	TER,
Day of Weeks. Day of Month.	Hoogkong Heigh Menn Time, Heigh	Hoogkong Menn Time.	Height.
Son. 21	h. m. ft.in m 8 42 6 6	· in 3 2	ft. in.
ues 22	m 10 20 6 6 10 0 n 7 1	m 3 43	2 7
red: 23	m 1 13 6 2		3 0
hurs 24	m 11 52 5 8	m 5 4	1 9
THE PAR	10 44 1 7 2	1 10 0	14 -49 -
ri. 25	10 + 1 a 7 3 0 31 a 5 3 1 b 7 a 7 8	m 5 48	3 6 2 0 3 9

LONGKONG METEOROLOGICAL REGISTER

Hongkong	Observator	, Cctober	19tЬ.
	Previous Day	On Date at	On Date
emperature	29.90 81 76 ESE 3	29,47 	29.85 83 73 8
ain			

Highest open air Temperature on 18th84 Lowest open air Temperature on 18th78

JOINT STOCK SHARE.

	Hongko	ng, October 19th
COMPANY.	PATE U	QUETATIONS.
Alhambra	Ps. 200	Nominal.
Banks -	100	7
1	3 10	
Hongkong & S'hal	{\$125 \$ 25	\$665. \$660. Ln. £76.
		ln. £75.10, new
National B. of China	£6	\$61,
Bell's Asbestos E. A	12s. 6d.	161.
China-Borneo Co China Light & P. Co China Provident	\$12 \$10 \$10	Id, buyers
Cotton Mills-	1,350	\$ 1
Hongkong	° \$10 Γls. 78	1101, sellers Tls. 53.
Soychee	Tis. 100 Tis. 500	Tla. 90. Tla. 280.
Dairy Farm		
Docks and Wharter— H. & K. Whaif & G. H. & W. Dock New Amoy Dock Shanghai Dock Shai a H. Wharf Fenwick & Co., Geo	\$50 \$50 \$6\$	\$674, sollers \$113, sales \$11, selecs Tir. 73, 11s. 201.
Green Island Cement	\$10	\$11, buyers
Hongkong & C. Gas Hongkong Electric Hongkong Hotel Co Hongkong Ice Co Hongkong Rope Co	210 \$10 \$50 \$25 \$10	\$175, buyer- \$144, b yers \$100, buyers \$240. \$254, buyers
Instrances-		3 24
China Fire	\$50 \$20 \$25	\$270, sellers \$86. \$20, buyers
Hongkong Fire	F40	\$8(O.
North China	. 25	Tla. 75, buyers
Valor	160	\$170, seners
Cand and Building-	100	
Hongkongi and inv. Humphrey's Estate Kowloon Land & B.	\$100 \$10	\$96. \$10), buj ers \$86. sellon

Philippine Co Rofineries -China Sugar \$106, bayers \$100 Lucon Sugar \$21, Balter B .. Stramship Companies China and Manila... \$16, buyers \$371. \$27, buyer. Douglas Steamship. H., Canton & M.... Indo-China S.N. Co Shell Transport Co. Star Ferry..... \$21, buyers Do. New.... \$10, buyers \$22, sellers South China M. Post. Steam Lantidry Co... 16, pellere

Charbonnages Fca. 250 \$470, buyers

191, sellern

11 | 12, (new) buy.

Shanghai Landi.... Tle. 60

WestPoint Building

Peak Tramvays

Union Waterboat Co.

ON LONDON.--

\$41 Prefd., sel. Stores & Dispensiries Campbell, M. & Co. \$20, sellers Powell & Co., Wm., Watkins Watson & Co., A. S. \$11_ United Asbestos Do. Founders \$150, buyora

\$10 | \$12, sellers VERNON & SMYTH.

COMMERCIAL.

CLOSING QUOTATIONS. October 19th.

	Bank Bills, on demand Bank Bills, at 30 days' sight
	ON PARIS.— Bank Bills, on demand
	ON GERMANY.— on demand
	Bank Bills, on demand
	On Bombay.— Telegraphic Transfer
	On CALCUTTA.— Telegraphic Transfer
	On Shanghar.— Bank, at sight
	ON YOKOHAMA.—On demand
	On Batavia On demand
-	GOLD LEAF, 100 tine, 1 or tash 251 00
	BAR SILVER, per oz

BUBSIDIARY COINS. per cent. 20 cents pieces \$4.45 discour Hongkong 20

OPIUM. October 19th Quotations are:-Malwa New \$870 per picul Malwa Old \$920 \$970

Malwa Older Malwa V. Old ... \$1020 Persian fine quality ... \$700 Persian extra fine ... 3750 Patna New 1930 per chest, Patna Old \$917h Ben res New - 189. Benares Old

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1907. THE FORTE-FIFTH ANNUAL ISSUE

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Soochow Chinkiang Tokyo Osaka Keelnng Yokohama Moji Tamanfa Hyogo Takow Nagasaki Hakodate Kobe Anping Shimonoseki Tameui -EASTERN SIBERIA Vladivostock Nicolewsk

CORNA Mokpo Fusan Chinnampo Pingyang Songchin Masam po.

Kunsan Hongkong AND ITS DEPENDENCIES MACAO FRANCH INDG-CHINA: Hanoi Аппат Tourane Haiphon Gambodge Tonkin Provinces Quinhon PHILIPPINES Manila Cebu BORNEO

Barawak Labuan British N. Borneo BANGKOK STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellesley. MALAY STATES Johore Sungei Ujong Belangor Lerak NETHERLANDS INDIA Batavia Samarane Padang

Buitenzorg Sourabaia Macassar East Coast of Sumatra NAVAL SQUADBONS British Russian German French United States **Јаралезе** OFFICERS OF COAST AND RIVER STEAMERS. The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

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so that any name can be found itistantly. The PROTESTANT MISSIONARIES. IN CHINA, JAPAN AND COREA are arranged in a special separate list.

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COLORED PLATE OF FLAGSOF FOREIGN HONGS MAP OF THE FAR EAST PLAN OF YOKOHAMA PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN PLAN OF TSINGTAU (KIAOCHAU) PLAN OF FOREIGN CONCESSION, SHANGHAI; PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA PLAN OF THE PEAK PLAN OF NEW THREITORY (KOWLOON) PLAN OF KOWLOON PLAN OF MANILA

PLAN OF SAIGON PLAN OF SINGAPORE PLAN OF BATAVIA

The CHRONICLE covers the notable events with the Texts of all the most important Treaties | BOMBAY "Times of India" Office concluded with the countries of Eastern Asia Colombo Messrs. A. M. & J. Ferguson Chambers of Commerce, Scales of Commissions, SINGAPORE ... Messrs. Kelly & Walsh, Ld. Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including :-

TREATIES WITH CHINA Britain :- Nanking, 1842; Tientein, 1858; Tariff Agreement and Rules, 1859 Convention, 1860; Rules for Joint Investigation of Customs | Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897: Kowloon Extension, 1898; Weilmiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France: - Tientsin, 1858; Convention, 1860. Tientain, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. States :- Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany:-Tientein, 1861; Peking, 1880

Kiaochan Convention, 1898; Railway and Mining Concession, 1898. Japan Shimonosoki, 1895; Lisotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903

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SERVICE OF THE HONGKONG CANTON AND MACAU STEAMBOAT CO., LD., AND CHINA NAVIGATION CO., LI',

HONGKONG-CANTON LINE,

S.S. "HONAM," 2,363 tons, Captain S. Bell Smith.
S.S. "POWAN," 2,338 tons, Captain H. I. Black.
S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain B. Branch. (At Dock).
S.S. "HEUNGSHAN," 1,998 tons, Captain R. D. Thomas. Departures from Hengkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m.

(Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted.)

The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9.30 p.m. from Company's Wharf returning from Canton every Tuesday, Thursday, and Saturday at 5 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation.

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S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.

Departures from Honghong to Macao on week days at 8 a.m. from Douglas Wharf & a. 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7,30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongsong on week days at 7.80 a.m. and 2 p.m.

CANTON-MACAO LINE. B.S. "LUNGSHAN," 219 tons, Captain W. Reynell.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on I needay, Thursday and Saturday, at 5 p.m. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT

CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.B. "BAINAM," 588 tons, Captain J. Willox. (At Dock). S.B. "NANNING," 569 tons, Captain A. McKinnon. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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Russian: -S. Petersburg, 1881; Russiane Lan Trade, 1881. Portugal, 1888; Commercial Treat, 1094. FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895 Russia, Agreements as to Corea; Unite d States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH CORBA 1876; Japan Supplementary, 1876 Japan, 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM. Great Britain, 1856 and 1899; France, 1899 and 1904; Japan, 1898; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

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SHIPPERS CUTLER, PALMER & Co., LONDON

AGENTS LANE, CRAWFORD & CO. HONGKONG

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. str. Korea sailed from Shanghai and is due here to-day at 8 s.m. THE INDIAN MAIL. The Apear str. Japan from Calcutta left Singapore on 17th inst. afternoon, and may be

expected here this evening. THE GERMAN MAIL. The I.G.M. str. Kleist left Shanghai on Saturday the 19th inst. at 6 p.m., and may be expected here to morrow at daylight.

MERCHANT STEAMERS. The Mogul Line str. Atholl from Glasgow and Liverpool left Singapore on 15th inst. a.m., and is due here to morrow.

The H.A.L. str. Kowloon left Moji on 18th inst. at 8 c.m., and may be expected here to-The N.Y.K. str. Kumano Blaru (Australian Line) left Thursday Island for this port via

Manila on the 17th inst., and is expected here on the 28th inst. The E. & A. str. Eastern left Sydney via Queensland Ports for this port on 9th inst. The Swedish str. Canton left Port Said on Sunday the 6th inst., and may be expected here: on or about Wednesday the 30th inst.

STEAMERS PASSED THE CANAL. Oct. 2nd-Ambria, Benledi, Pathan, Sunda. Segovia. 5th - Tonkin, Sheikh, Kanagawa Maru, 7th-E. F. Ferdinand, Palermo, (delayed through mutilation). 9th-Silesia, Habsburg_ (Ger.). 12th-Calchas, Glenlogan, Qopack Saxonia, Laertis, Syrie, Tourane. 16th-Ceylon; Prinzess Alice, Priam, 19th Benavin, Polynesien, Cardiganshire, Kawachi Maru. Prinz Heinrich, Peleus, Wakasa Maru.

ARRIVAL AT HOME. October 18th Astganax, Wraycastle, P. E. Friedrich.

Printed and Published by BEETRAM A. HALE for the Concerned, at 104, Des Voux Road Central, Victoria, Honghong; London Office, 181, Fleet Street, E.C.